

FY 2008 Budget Request

The FY 2008 Crash Avoidance & Human Vehicle Performance budget request will fund continued application of the safety performance process to additional high priority technologies. This will include:

- Identify, evaluate, and decide on which new technologies have the potential of providing significant reductions in crashes.
- Development of new assessment methodologies and safety performance criteria to test and evaluate new technologies.
- Develop objective test procedures and criteria that can be used to estimate the safety impact of new technologies.

Additional initiatives include:

- Develop and implement a plan to facilitate the widespread deployment of beneficial technologies. Options to achieve this include developing new vehicle safety performance requirements or developing means of communicating with consumers the availability and effectiveness of advanced safety.
- Improve vehicle braking, directional control and stability; develop performance rating tests for vehicle handling.
- Improve drivers' direct and indirect visibility, ensuring compatible driver/vehicle interfaces, and minimizing driver distraction from in-vehicle devices.
- Conduct a field test to support rulemaking on alternative rear lighting and signaling approaches.
- Develop and evaluate a vehicle-based monitoring system to reduce unsafe behaviors of novice teenage drivers.

Detailed Justification for Research and Analysis

Pneumatic Tire Research	FY 2008 Request: \$300,000
<p>Overview:</p> <p>Every year, 23,500 light vehicles tow-away crashes are tire-related. These crashes kill between 400 and 650 people and injure another 10,200 persons. For heavy trucks, properly maintained and inflated tires are also crucial for safety. Operating a vehicle with substantially under-inflated tires can result in a tire failure, including tire separation and blowouts, with the potential for a loss of control of the vehicle. In addition, tire fragments littering the sides of our nation's highways are a safety hazard for motorcyclists.</p> <ul style="list-style-type: none"> In FY 2008, NHTSA is requesting \$300,000 for Pneumatic Tire Research, consistent with FY 2007 funding request. FY 2008 funding for the program will allow the agency to: conduct research and testing to provide the technical bases for upgrading the FMVSS 139, New Pneumatic Radial Tires for Light Vehicles, tire debanding (or tire bead unseating) test; conduct the research and testing necessary to provide the technical bases to upgrade FMVSS 119, New Pneumatic Tires for Vehicles other than Passenger Cars; and complete research required to support agency efforts to finalize test procedures and associated performance criteria for tire aging requirements 	
<p>FY 2007 Base:</p> <p>Section 10 of the TREAD Act mandates that the Agency issue a final rule revising and updating its tire performance standards. Particular emphasis was placed on improving the ability of tires to withstand the effects of factors such as tire heat build up, low inflation, and aging. In response, the Agency has upgraded its tire standard for light vehicle tires (FMVSS 139). FMVSS 139 includes upgraded requirements and test procedures that address the following performance aspects of tires: high-speed endurance, normal-use endurance, and low-pressure endurance. The Agency is in the process of dealing with petitions for reconsideration that have been received for FMVSS 139.</p>	
<p>Anticipated FY 2007 Accomplishments:</p> <p>The Agency is developing tire aging test procedures and performance requirements. NHTSA research shows that tires degrade due to the oxidation process of rubber even while not in use. Relating chemical degradation to in use tire performance requires extensive research and testing that is currently underway.</p>	

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During FY 2008, the Agency's tire research will:

- Conduct research and testing for providing the technical bases for upgrading the FMVSS 139, New Pneumatic Radial Tires for Light Vehicles, tire debanding (or tire bead unseating) test.
- Conduct research and testing necessary for providing the technical bases to upgrade FMVSS 119, New Pneumatic Tires for Vehicles other than Passenger Cars.
- Complete research required to support agency efforts to finalize test procedures and associated performance criteria for tire aging requirements.

Detailed Justification for Research and Analysis

Hydrogen Fuel Cell and Alternative Fuel Vehicle Safety	FY 2008 Request: \$925,000
<p>Overview:</p> <p>Promotion of hydrogen as a fuel to reduce the U.S. dependence on foreign oil and other benefits is a Presidential priority. Many manufacturers are heavily investing in producing and marketing these alternative fuel vehicles in the near future. As those vehicles are deployed in the fleet, the safety of hydrogen as a fuel and the safety of alternate fuel vehicles in crashes become an issue of paramount concern. Ensuring that hydrogen internal combustion engine (ICE) and fuel cell powered vehicles attain a level of safety comparable to that of other vehicles requires an extensive research effort, due to the many advanced and unique technologies that have previously not been tested in the transportation environment. A failure to adequately address safety concerns in the earliest stages of development could doom the future development of this promising technology if a catastrophic failure were to occur.</p> <ul style="list-style-type: none"> In FY 2008, NHTSA is requesting \$925,000 for Hydrogen Fuel Cell and Alternative Fuel Vehicle Safety, which matches FY 2007 funding levels. Funding will support the development of test procedures and failure criteria to assess the safety of hydrogen, fuel cell, and alternative fuel vehicles, specifically through continued research on powertrain, vehicle fuel container, and delivery system and evaluation of onboard refueling systems. 	
<p>FY 2007 Base:</p> <p>NHTSA will continue to conduct the test program to assess fuel system integrity of hydrogen and fuel cell equipped vehicles under a variety of operational and crash conditions. Testing will evaluate causes of failures and mitigation strategies for loss of fuel system integrity, including on-board hydrogen storage, delivery, and electrical isolation of high voltage components.</p>	
<p>Anticipated FY 2007 Accomplishments:</p> <p>Conduct and report results of fuel system integrity tests planned for the year.</p>	
<p>FY 2008 Budget Request</p> <p>The U.S. Department of Transportation's Safety Initiative is focused on providing critical safety information on hydrogen-powered fuel cell and ICE vehicles. The Department of Transportation's safety initiative will complement the efforts of the Department of Energy by conducting risk assessment studies of hydrogen fueled vehicles, based on test and evaluation procedures for safety assessment using suitable performance criteria.</p> <p>The risk assessment studies will quantify potential failures that could indicate unsafe</p>	

conditions. Funding will support the development of test procedures and failure criteria to assess the safety of hydrogen, fuel cell, and alternative fuel vehicles.

Specifically, funding is requested to:

- Continue research on powertrain, vehicle fuel container, and delivery system.
- Evaluate onboard refueling systems.
- Continue research on full vehicle system performance, including crash, leakage and electrical isolation detection.
- Evaluate safe storage of hydrogen.
- Evaluate electrical isolation and ignition of surrounding materials in fuel cell vehicles.
- Develop test procedures and suitable performance criteria to quantify potential failures and resulting unsafe conditions.

Detailed Justification for Research and Analysis

Traffic Records	FY 2008 Request: \$1,650,000
<p>Overview:</p> <p>Traffic Records are the traffic safety information collected by States that are necessary to the implementation and evaluation of their Highway Safety Programs. A State Traffic Records System (also called a Traffic Safety Information Systems) consists of six components: crash, citation/adjudication, driver licensing, vehicle registration, injury surveillance and roadway information. Data from these systems are used to: determine the cause of vehicle crashes, and concomitantly to identify national, State, and local transportation safety problems; monitor the implementation of transportation safety countermeasures; measure the impact of implemented countermeasures; and provide data to national databases. They are also the basis for the data that are collected and used by NHTSA to administer its programs.</p> <p>The Traffic Records Program works with States to improve the timeliness, accuracy, completeness, and accessibility of their Traffic Safety Information Systems.</p> <ul style="list-style-type: none"> • In FY 2008, NHTSA is requesting \$1,650,000 for Traffic Records the same funding level as requested in FY 2007 (note that the FY 2007 funds were included in a consolidated line item entitled Traffic Records and Driver Licensing in the FY 2007 budget). Previously, this program was combined with the Driver Licensing program. These program areas have been separated to reflect the reorganization of the agency in 2002. Funding for this program is consistent with FY 2007 levels. <ul style="list-style-type: none"> ○ FY 2008 funding will allow the agency to: conduct State and Native American tribal traffic records assessments, as required every 5 years for qualification for the 408 Data Grant Program; maintain and update the Traffic Records website; sponsor the 2008 International Traffic Records Forum and continue to sponsor NHTSA regional traffic records conferences; continue to provide technical assistance to States for the improvement of their Traffic Records Systems; continue to develop basic and advanced Internet training courses on operation, performance and expertise needed for traffic safety data; continue to evaluate and promote technological innovations to increase State's accuracy and timelines of data collection and analysis; and provide staffing and support for the U.S. DOT Traffic Records Coordinating Committee (DOT TRCC). 	
<p>FY 2007 Base:</p> <p>Traffic Records activities will assist State efforts to improve timeliness, accuracy, completeness, and accessibility of their Transportation Safety Information System data and ensure that the highest quality traffic safety data is collected and made available on a timely basis for the most effective use in highway safety decision-making at the national, state and local levels to reduce deaths, injuries and injury severity on our nation's</p>	

highways.

One important activity of the Traffic Records program is to provide technical and staff support to the U.S. DOT Traffic Records Coordinating Committee (DOT TRCC). The DOT TRCC provides strong coordinated federal leadership to maximize the efficiency and effectiveness of traffic safety data collection and analysis efforts, support efforts to obtain better data, ensure the coordination of federal projects and publicize federal funding sources available for States.

Anticipated FY 2007 Accomplishments:

- Support implementation of the Data Grant Program i.e. requirements set forth in SAFETEA-LU and the 408 grant applications guidelines.
- Continue to provide technical assistance and training programs at the local, state and national levels.
- Continue to maintain websites, (TR and U.S. DOT TRCC), created supporting publications.
- Assess and provide technical assistance to States with meeting their required milestones for data improvements.
- Develop training for all types of traffic safety data stakeholders at the local, state and national levels.
- Provide technical assistance to States for improvement to their Traffic Records Systems.
- Operate information booths at national conference to promote traffic records system improvements and professional development.
- Maintain Traffic Records related websites for States and local data systems personnel.

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FY 2008 funding will be applied to:

- Conduct State and Native American tribal traffic records assessments. These assessments provide States and Tribal Nations with a baseline assessment of their State's traffic records information system. These assessments are required every 5 years for qualification for the 408 Data Grant Program.
- Sponsor the 2008 International Traffic Records Forum; and continue to sponsor NHTSA regional traffic records conferences. These conferences and forums provide a venue for States and Regions to share information and experiences on how traffic records information systems can be modernized and improved.
- Maintain and update the Traffic Records website to include updated information on State traffic records inventory, crash forms, data dictionaries, traffic records

resources, and traffic records forum information.

- Continue to provide technical assistance to States for the improvement of their Traffic Records Systems.
- Continue to develop basic and advanced Internet training courses on operation, performance and expertise needed for traffic safety data.
- Continue to evaluate and promote technological innovations to increase State's accuracy and timelines of data collection and analysis.
- Continue to operate information booths at national conference to promote traffic records system improvements and professional development.
- Provide staffing and support for the U.S. DOT TRCC.

Detailed Justification for Research and Analysis

National Motor Vehicle Crash Causation Survey (NMVCCS)	FY 2008 Request: \$7,000,000
<p>Overview:</p> <p>NMVCCS will provide essential information related to primary prevention, i.e. how crashes occur in the first place and how they might be prevented. It will provide researchers in government and in the private sector with the scientific data needed to identify the specific factors or events that lead up to a crash. These data will be useful in identifying what crash-avoidance technologies are needed at the environment, human, and vehicle levels and how existing technologies would need to be tailored to increase their safety benefit in specific crash situations. Additionally, emerging countermeasure programs and technologies could then be evaluated in the real-world crash environment for their potential in preventing crashes. The NMVCCS data could also be used to identify which crash-avoidance technologies are most beneficial.</p> <ul style="list-style-type: none"> • NHTSA's FY 2008 budget request for the NMVCCS is \$7,000,000, which is consistent with the FY 2007 request. FY 2008 funding will allow the agency to: conduct nationally representative crash investigations within NMVCCS to provide detailed information about the causal factors in real-world crashes; collect NMVCCS cases at 24 Crashworthiness Data System (CDS) sites; continue the data quality control and completeness evaluations; continue to create an annual nationally representative NMVCCS database file that will provide information on the events and factors related to the causation of crashes; continue to provide the only source of nationally representative data on new crash-avoidance technologies; continue to improve public availability of the case data; continue to improve NMVCCS data collection procedures, methodologies, variables, and attributes to support research and regulatory initiatives on crash causation, and continue cooperative efforts with local law enforcement jurisdictions for on-scene crash investigations. 	
<p>FY 2007 Base:</p> <p>In FY 2007, the National Motor Vehicle Crash Causation Study will create a NMVCCS database of detailed motor vehicle crash investigations. The data collected will represent the events and factors related to the causation of these crashes. The National Automotive Sampling System (NASS) Crashworthiness Data System (CDS) infrastructure will provide a detailed analysis of on-scene crash investigations. NHTSA will continue to evaluate cooperative efforts with local law enforcement jurisdictions and first responders for on-scene crash investigation protocol. In addition, the NMVCCS will continue to perform quality-control operations to ensure data accuracy and completeness.</p>	

Anticipated FY 2007 Accomplishments:

- Create and build the first annual nationally representative NMVCCS database file that will provide current and future research efforts with information on the events and the factors related to the causation of real-world crashes.
- Provide the only nationally representative source of data on new crash-avoidance technologies that are currently being researched, developed, and introduced by automobile manufactures into the fleet.
- Establish a methodology to distribute the NMVCCS database file and specific case data to the public in a timely manner.

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The up-to-date nationally representative data on the factors associated with the causes of crashes will be used to analyze, develop, and evaluate potential intervention technologies for safety-related systems. In addition, NHTSA plans to make the data more accessible to researchers and the public by improving upon our current Internet-based case viewing and file distribution system.

In FY 2008, the NMVCCS requests funding to:

- Conduct nationally representative crash investigations within NMVCCS to provide detailed information about the causal factors in real-world crashes.
- Collect NMVCCS cases at 24 Crashworthiness Data System (CDS) sites.
- Continue the data quality control and completeness evaluations.
- Continue to create an annual nationally representative NMVCCS database file that will provide information on the events and factors related to the causation of crashes.
- Continue to provide the only source of nationally representative data on new crash-avoidance technologies.
- Continue to improve public availability of the case data.
- Continue to improve NMVCCS data collection procedures, methodologies, variables, and attributes to support research and regulatory initiatives on crash causation.
- Continue cooperative efforts with local law enforcement jurisdictions for on-scene crash investigations.

Detailed Justification for Research and Analysis

Fatality Analysis Reporting System (FARS)	FY 2008 Request: \$7,172,000
<p>Overview:</p> <p>The Fatality Analysis Reporting System (FARS) is a data collection system that provides a census of all fatal highway crashes in all 50 States, the District of Columbia, Puerto Rico and the Virgin Islands. The FARS program is the lifeblood of agency data support for most of the traffic and highway safety countermeasures aimed at reducing the number of fatalities and injuries on U.S. highways. The benchmark metrics provided by the FARS database (and specifically highlighted in both DOT and NHTSA's Performance Plans) uniquely position the agency, its customers, and partners to deliver solidly based data-driven program countermeasures. The data-rich program documents, with timely and accurate information, save lives, reduce injuries, and reduce the societal cost burden associated with fatal crashes in the U.S. The FARS program's annual data files are used most importantly by NHTSA, but are also instrumental in defining data-driven initiatives in the FHWA, FMCSA, and OST. The more programs supported by FARS, the more FARS needs to provide fatality data earlier in the year and maintain the highest level of accuracy and quality.</p> <ul style="list-style-type: none"> • In FY 2008, NHTSA is requesting \$7,172,000, an increase of \$109,000 over FY 2007 funding levels. This increase provides inflationary increases to the State salaries of the FARS data collection workforce, allowing the agency to maintain a knowledgeable field team supporting FARS. <ul style="list-style-type: none"> ○ FY 2008 funding will provide for the collection of FARS data from the 50 States, the District of Columbia, Puerto Rico and the Virgin Islands, which will serve as the basis of the majority of NHTSA's data-driven program initiatives. 	
<p>FY 2007 Base:</p> <p>Information is collected through cooperative agreements between NHTSA and each of the 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands. The overall goal of the program is to provide data to evaluate the effectiveness of NHTSA's crashworthiness, crash-avoidance, and traffic safety efforts, as well as relating human, vehicle, roadway, and environmental factors to the yearly toll in traffic-related fatalities. In FY 2007, FARS will:</p> <ul style="list-style-type: none"> • Continue to collect and code FARS data in the 50 States, the District of Columbia, Puerto Rico, and the Virgin Islands. • Continue to create the FARS annual electronic data file and deliver FARS system-wide training to all analysts and supervisors. • Continue to publish the data to the internet and to disseminate data files to the traffic safety community and the public in general. 	

Anticipated FY 2007 Accomplishments:
<ul style="list-style-type: none">• Produce a statistical database of fatal motor vehicle crash data to be used to define data-driven highway safety initiatives, which will contribute to the agency's goals of saving lives and reducing injuries.• Collect FARS data from the 50 States, the District of Columbia, Puerto Rico and the Virgin Islands.
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<p>In FY 2008, the FARS program requests funding to:</p> <ul style="list-style-type: none">• Collect FARS data from the 50 States, the District of Columbia, Puerto Rico and the Virgin Islands, which will serve as the basis of the majority of NHTSA's data-driven program initiatives.

Detailed Justification for Research and Analysis

Early Fatality Notification System (FastFARS)	FY 2008 Request: \$1,000,000
<p>Overview:</p> <p>NHTSA and the highway safety community have an essential need for “real-time”, or “near real-time”, data on the number of fatalities resulting from motor vehicle traffic crashes. These data are required to provide timely information to Congress, to report on progress toward meeting agency and Departmental goals, to assist States in their safety programs, and to inform the public about the state of highway safety, as well as to provide guidance to agency program offices in shaping effective countermeasures and communication plans.</p> <p>Providing the Agency with crash fatality counts with a lag-time of thirty days for all fatalities and within one week after National holidays is imperative. In the future, it is expected that these time frames will need to be reduced to two weeks for overall information and to 24 hours after the end of the holiday period. NHTSA’s existing data programs, the Fatality Analysis Reporting System (FARS) and the National Automotive Sampling System (NASS), were designed to provide a detailed annual accounting of characteristics of motor vehicle crashes. Because considerable time is necessary to obtain the data these systems require, producing real-time crash fatality data from them is not currently possible.</p> <ul style="list-style-type: none"> • The FY 2008 budget request for the FastFARS program is \$1,000,000, which matches the FY 2007 request. FY 2008 funding allow the agency to continue to improve and refine the FastFARS reporting in preparation for the realization of FastFARS in FY 2008, including the maintenance of an electronic reporting system for FARS State personnel to receive and record the fatality count data from law enforcement agencies across each State and for these data to be collected into the national system and the maintenance of statistical procedures for adjustments to notification data and for publication of data and information. 	
<p>FY 2007 Base:</p> <p>All 50 states and the District of Columbia and Puerto Rico started entering basic data into the case management system (a software application system for early reporting of fatalities) NHTSA will use these initial data from the case management system to improve upon the reporting of fatalities. These initial data will assist in identifying causes of delay in reporting; correcting identified gaps; developing new methodologies for faster data collection; designing analytical approaches for data dissemination; and, developing plans for continued operation of the program. Based on the previous year’s experience with FastFARS, applications improvements to the system are being made and more states are being added to the ranks of those transmitting data electronically (EDT).</p>	

Anticipated FY 2007 Accomplishments:

- Continue evaluating, improving, and monitoring the data entered into case management system;
- Assist in problem correction and provide training as needed;
- Use historical fatal count data in comparison to the data in the case management system for the identification of reporting issues;
- NHTSA regional offices will continue to work with law enforcement agencies to refine the reporting of fatality count data where lag time in reporting fatal crashes has been identified as a problem across each of the 50 States, the District of Columbia, and Puerto Rico;
- Refine the statistical procedures for adjustments to notification data and for publication of data and information; and
- Enhance rapid reporting capability by adding additional states using EDT.

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NHTSA will continue to improve and refine the FastFARS reporting in preparation for the realization of FastFARS in FY 2008:

- Maintain an electronic reporting system for FARS State personnel to receive and record the fatality count data from law enforcement agencies across each State and for these data to be collected into the national system; and,
- Maintain statistical procedures for adjustments to notification data and for publication of data and information.

Detailed Justification for Research and Analysis

National Automotive Sampling System (NASS)	FY 2008 Request: \$12,230,000
<p>Overview:</p> <p>About 6.2 million police-reported traffic crashes occur annually in the United States. To initiate and develop effective countermeasures to this serious problem, NHTSA must have access to comprehensive, accurate, and up-to-date data on U.S. motor vehicle crashes. The National Automotive Sampling System (NASS) program provides the vital link to this information for the agency and for the highway safety community at large. NASS provides the agency and other users with nationally representative data on U.S. motor vehicle crashes. The NASS General Estimates System (GES) data provides the agency and the nation with annual data and trends on the number and severity of crash related non-fatal injuries in the U.S. The NASS Crashworthiness Data System (CDS) provides in-depth and descriptive data, which allows NHTSA to quantify the relationship between occupants and vehicles in the real-world crash environment. Collection, storage, and quality control of these data must be maintained and continually improved to ensure that users continue to be provided with high-quality data gathered in a timely fashion.</p> <ul style="list-style-type: none"> • The FY 2008 budget request for NASS is \$12,230,000, consistent with the FY 2007 budget request. This funding will provide NHTSA with: CDS case data at all CDS crash investigation sites, GES case data at all CDS and GES only crash investigation sites, nationally representative data on crashes involving late model vehicles equipped to meet the requirements of the upgraded Federal Motor Vehicle Safety Standard for occupant protection (FMVSS 208, and data in support of safety defect related crashes. 	
<p>FY 2007 Base:</p> <p>In FY 2007, the NASS program will undertake the following initiatives:</p> <ul style="list-style-type: none"> • Collect data for the Crashworthiness Data System (CDS) at all NASS CDS crash investigation sites. • Collect data for the General Estimates System (GES) from all CDS and GES only crash investigation sites. • Continue to create annual NASS databases of CDS detailed motor vehicle crash investigations and GES police-reported traffic crashes. • Perform ongoing quality-control operations to ensure data accuracy and completeness. 	
<p>Anticipated FY 2007 Accomplishments:</p> <ul style="list-style-type: none"> • Continue to work with the Alliance of Automobile Manufacturers to collect data on late model year vehicles that are equipped with advanced occupant protection 	

system features in order to assess the efficacy of these systems.

- Continue to minimize the time from the outset of case investigation to public availability of case information.
- Provide in-depth injury information on air bag and automatic seat belt data from NASS CDS cases to support research and regulatory initiatives on occupant protection systems in passenger cars.
- Conduct crash investigations within NASS CDS to provide detailed information about real-world crashes involving vehicles equipped with advanced occupant safety devices.
- Expanded the data collection variables for rollover crashes which have been the subject of growing concerns and extensive mitigation efforts.
- Continue to collect data in support of safety defect related crashes. Having 27 field offices across the country allows continual support of the Agency's mission by identifying potential problems early on for potential follow-up, prior to becoming a widespread problem.

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In FY 2008 the NASS program will:

- Collect CDS case data at all CDS crash investigation sites.
- Collect GES case data at all CDS and GES only crash investigation sites.
- Collect nationally representative data on crashes involving late model vehicles equipped to meet the requirements of the upgraded Federal Motor Vehicle Safety Standard for occupant protection (FMVSS 208). (FY 2006 included the first fleet of 2005 model year vehicles required to meet the upgraded standard.).
- Continue collection of data in support of safety defect related crashes. Having field offices across the country allows continual support of the agency's mission by identifying potential problems early on for potential follow-up, prior to becoming a widespread problem.

Detailed Justification for Research and Analysis

Data Analysis Program	FY 2008 Request: \$1,666,000
<p>Overview:</p> <p>The Data Analysis Program provides critical information and analytical and statistical support to NHTSA program areas and to the overall traffic safety community. Data Analysis Program activities include using data from NHTSA's traffic safety databases to produce the annual reports that monitor the magnitude of the traffic safety problem. Also included are specifically targeted research conducted to help understand factors that influence highway safety, relate human, vehicle, environmental and roadway characteristics to crash frequency and outcomes, identify crash injury mechanisms, evaluate the effectiveness of countermeasures and traffic safety efforts, and quantify the benefits resulting from Agency rules. In addition, this program is responsible for statistical integrity of eight databases that are managed by the NHTSA and are the primary data sources for traffic safety information.</p> <p>In 2005, there were 43,443 people who died from injuries received in motor vehicle traffic crashes and police report that another 2.7 million other people sustained non-fatal injuries. The success of NHTSA's mission to reduce fatalities and injuries depends on effective and reliable crash data analysis. Ensuring that sufficient analytical resources are available for timely and pertinent research and analyses, as well as for producing the necessary information to educate the public about the many different highway safety problems, is critical.</p> <ul style="list-style-type: none"> • In FY 2008, NHTSA is requesting \$1,666,000 for the Data Analysis Program, which is a \$334,000 decrease below the FY 2007 request. FY 2008 funds will provide the agency with data files and data analysis service to provide data, analytical and statistical support to NHTSA and external customers. The funding will also be used to produce statistical reports on specific highway safety topics and annual traffic safety publications. 	
<p>FY 2007 Base:</p> <p>NHTSA will continue to meet the increasing demand for traffic safety information from our customers, both those from within the Agency as well as those external to NHTSA by:</p> <ul style="list-style-type: none"> • Responding faster and more effectively by evaluating and implementing new technology. • Ensuring that publicly distributed information is correct and timely. • Reviewing and revising appropriate annual publications to meet the changing needs of our customers and the changing issues of motor vehicle crashes. • Enhancing NHTSA's nationally representative data systems by reviewing sampling and estimating procedures and updating them where needed. 	

- Providing data mining and analytical support to the Office of Defects Investigations.
- Providing crucial statistical support to the National Motor Vehicle Crash Causation Survey, in sample design and maintenance, quality control, and statistical analysis.
- Actively participating in the implementation of guidelines and the evaluation of traffic safety programs under the SAFETEA-LU authorization.
- Purchasing annual motor vehicle registration data files.

Anticipated FY 2007 Accomplishments:

- Produce the Traffic Safety Facts Annual Report and the 14 annual Traffic Safety Fact Sheets that focus on high-interest program areas. These annual publication provide detailed motor vehicle crash information and are the authoritative resource for the traffic and highway safety community.
- Provide and revise, if necessary, the metrics that enable NHTSA to track its progress toward meeting Departmental performance goals of reducing passenger vehicle occupant fatalities, motorcycle rider fatalities, alcohol-related fatalities, non-occupant fatalities, increasing safety-belt use, and increasing restraint use among 0-7 year old occupants.
- Conduct essential analytical projects of national concern and safety. Recent safety studies include: Large Truck Crash Causation Study, Driver Distractions, Speeding Related Crash Study, Young Drivers, Motorcycle, Vehicle Compatibility Analysis, Intersection related Crash Study, and Rollover Analysis.
- Complete Report to Congress on the National Motor Vehicle Crash Causation Study.
- Improve the mechanisms for efficient response to increasing requests for highway safety data and information.

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The FY2008 funding purchases data files and data analysis service to provide data, analytical and statistical support to NHTSA and external customers. The funding is also used to produce statistical reports on specific highway safety topics and annual traffic safety publications.

Specifically, FY 2008 funding is requested to:

- Produce the Traffic Safety Facts Annual Report and the 14 annual Traffic Safety Fact Sheets that focus on high-interest program areas.
- Provide the metrics which are used to track performance of NHTSA's activities under both the DOT and NHTSA Performance Plans.

- Provide expert analytic support to internal and external customers in a broad range of statistical and traffic safety areas.
- Support the Agency by analyzing available data to identify injury mechanisms and associated outcomes in motor vehicle crashes.
- Continue the essential evaluation of the effectiveness of emerging occupant protection systems.
- Continue to provide accurate and timely traffic safety and related information to NHTSA's varied customers, both through the production and distribution of annual fact sheets and reports and by responding to numerous information requests.
- Continue statistical analysis of data from the Large Truck Crash Causation Study and the National Motor Vehicle Crash Causation Survey.
- Enhance the data dissemination mechanism to improve the effectiveness of distributing timely traffic safety information.

Detailed Justification for Research and Analysis

State Data Systems	FY 2008 Request: \$2,890,000
<p>Overview:</p> <p>NHTSA and the traffic and highway safety community need high-quality data to perform problem identification establish and monitor achievement of goals and performance measures, determine progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures. The national data systems however, do not generate sufficient crash outcome information for all events and persons involved and crash data alone do not provide information about the medical and financial burden to injured victims. State data, which provide this additional information, serve as a vital and integral component to NHTSA's data sources. State crash data are essential to NHTSA's effort to reduce deaths, injuries, crashes, and associated health care costs. Hospital statistics from the States must be used to get an accurate description of the tragic consequences of crashes.</p> <ul style="list-style-type: none"> NHTSA's FY 2008 budget request for the State Data System is \$2,890,000, which matches the FY 2007 budget request. Funding in FY 2008 will allow the agency to determine the appropriate means/mechanisms to collect not-in-transport data, improve analytical techniques to provide enhanced State data, provide State-specific crash outcomes to initiate, support and justify safety legislation, encourage States to adopt standardized motor vehicle traffic crash data elements information, and meet customer needs for quality and timely completion and dissemination of research results. 	
<p>FY 2007 Base:</p> <p>The State Data Team will continue to work with the States and NHTSA Regions to accomplish the diverse activities involved in expanding the inventory of Statewide crash and injury/medical outcome data and improving the States highway safety-related databases. This includes:</p> <ul style="list-style-type: none"> Obtaining and providing State crash data files from 30 States to NHTSA analysts, Providing technical assistance in the use of State Data for NHTSA programs, Assisting the numerous users within NHTSA in accessing and using the State crash data files in numerous ongoing analyses of vehicle defects, rulemaking, and policy. <p>Data received from these States benefit the agency by filling in data gaps with injury and fatality data to assist in analysis of highway safety programs. Also, the Team will continue researching methodologies to collect data critical to understanding size- and events-related deaths and injuries in motor vehicle non-impact incidents and crashes that occur on nonpublic roads, driveways, parking lots, and other private areas.</p>	

Anticipated FY 2007 Accomplishments:

- Research methodologies to collect not-in-transport data.
- Review past efforts at collecting not-in-transport data.
- Provide technical assistance to the States to improve their highway safety-related databases. In FY 2007, the State Data Program staff will continue to promote the adoption of the Model Minimum Uniform Crash Criteria (MMUCC) by States as their basic police reported crash data set through staffing an informational workshop and providing technical assistance.
- Promote the linking of crash and medical outcome databases. In FY 2007, grants will be awarded to two new States to link their crash data with injury outcome data Statewide, thus increasing the number of CODES States to 32.
- Provide a data network to facilitate the availability of imputed linked data for use by NHTSA analysts. In FY 2007, the Data Network program will continue to focus on performing analysis using the imputed linked data in support of NHTSA programs.

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FY 2008 funding will be used to:

- Determine the appropriate means/mechanisms to collect not-in-transport data.
- Improve analytical techniques to provide enhanced State data.
- Provide State-specific crash outcomes to initiate, support, and justify safety legislation.
- Meet customer needs for quality and timely completion and dissemination of research results in the following critical areas:
 - Databases, which support analyses in different NHTSA safety program areas.
 - Assistance to States in improving their databases and analytical efforts.
 - Use of imputed linked databases in support of NHTSA programs.
 - Programs to promote the use of imputed linked crash and medical outcome files.
 - Programs to provide customer service to States interested in data linkage through technical assistance (sponsoring research and meeting and demonstrating linked data usefulness).
- Encourage States to adopt standardized motor vehicle traffic crash data elements information to improve the quality and comparability of State data and their use by local, State and National agencies.

Detailed Justification for Research and Analysis

Special Crash Investigations (SCI)	FY 2008 Request: \$1,700,000
<p>Overview:</p> <p>Special Crash Investigations (SCI) saves lives by identifying vehicle problems before needless deaths and injuries have occurred. SCI examines thousands of crashes of high interest to the agency and performs in-depth investigations on approximately 200 of these crashes through its network of three field contractors. These real-world crashes enable NHTSA to assess the safety performance of emerging technologies in occupant protection systems.</p> <ul style="list-style-type: none"> In FY 2008, NHTSA is requesting \$1,700,000 for SCI program, consistent with the FY 2007 budget request. The FY 2008 request will allow the agency to perform in-depth crash investigations on: advanced technology systems (i.e. electronic stability control and roll stability control systems); new and emerging occupant protection devices (i.e. ejection mitigation systems); new rollover sensing/prevention technologies; and new and emerging technology in occupant protection systems (i.e. advanced frontal, rollover, and side impact air bags; complex sensing systems and sophisticated deployment control modules; automatic air bag shut off systems; and advanced crash data collection systems); crashes involving children who were properly secured in child safety seats; and crashes involving school buses, alternative fuel vehicles, and adaptive devices for persons with physical challenges. <p>Additionally, the FY 2008 funding will allow the agency to facilitate the collection and use of collision-avoidance and crashworthiness data from onboard event data recorder (EDR) systems, continue collaborative efforts with automobile manufacturers for the collection of EDR data, and develop and test new technologies to improve the quality and completeness of SCI data reports.</p>	
<p>FY 2007 Base:</p> <p>The Special Crash Investigations program promptly provides real-world crash data on the effectiveness of advanced technologies. As automobile manufacturers continue to install new technologies in their vehicles such as Electronic Stability Control (ESC), side curtain air bags, ejection mitigation systems, rollover stability control systems and hybrid-generation vehicles, the SCI program seeks out and investigates crashes involving these latest technologies.</p> <p>NHTSA will continue to perform in-depth investigations of air bag-related fatal or life-threatening injuries, concentrating on new-technology air bags. In addition, SCI will remain the rapid response team for crashes which Office of Defects Investigations requires immediate investigation. SCI continues to seek out crashes involving the performance of child safety seats in vehicles equipped with LATCH.</p>	

Anticipated FY 2007 Accomplishments:

NHTSA will perform in-depth investigations on approximately 200 cases nationwide, through three SCI field contractors, in the following areas of concentration:

- Rollover crashes involving ESC vehicles;
- Advanced occupant protection systems in crashes including but not limited to advanced frontal air bags, side air bags and side curtain air bags;
- Performance of occupant ejection mitigation systems;
- Event data recorders;
- Performance of child safety seats; and
- Performance of hybrid vehicles involved in crashes.

FY 2008 Budget Request

The performance of new and emerging vehicle technologies is of extremely high interest to NHTSA. Automobile manufacturers have begun introducing numerous advanced-technology features into their fleets. In an effort to determine how these advanced crash avoidance and occupant protection systems affect occupants in real-world crashes, the SCI program is collecting data on crashes involving vehicles equipped with these systems.

This program identifies and documents the effects of rapidly changing vehicle technologies to assess how they impact motor vehicle crashes. Specific activities include:

- Perform in-depth crash investigations on advanced technology systems such as electronic stability control and roll stability control systems.
- Perform in-depth crash investigations on new and emerging occupant protection devices such as ejection mitigation systems.
- Perform in-depth crash investigations on new rollover sensing / prevention technologies.
- Perform in-depth crash investigations nationwide involving new and emerging technology in occupant protection systems: advanced frontal, rollover, and side impact air bags; complex sensing systems and sophisticated deployment control modules; automatic air bag shut off systems; and advanced crash data collection systems.
- Provide detailed vehicle and trauma information on air bag-related crashes to support research and regulatory initiatives on occupant protection systems in passenger cars.
- Perform in-depth crash investigations involving children who were properly secured in child safety seats. Priority will be given to crashes where the vehicles

were equipped with Lower Anchors and Tethers for Children (LATCH).

- Perform in-depth crash investigations nationwide involving school buses, alternative fuel vehicles, and adaptive devices for persons with physical challenges.
- Facilitate the collection and use of collision-avoidance and crashworthiness data from onboard event data recorder (EDR) systems.
- Continue collaborative efforts with automobile manufacturers for the collection of EDR data.
- Develop and test new technologies to improve the quality and completeness of SCI data reports.

Detailed Justification for Administrative Expenses

Administrative Expenses	FY 2008 Request: \$90,468,000*
<p>Overview:</p> <p>The total FY 2008 Administrative Expenses budget request is \$90,468,000 showing a net total increase over the FY 2007 request of \$1,562,000.</p> <ul style="list-style-type: none"> • In FY 2008, NHTSA is requesting \$65,945,000 for Salaries, which shows a slight increase over the FY 2007 request which will serve to offset the additional costs associated with employee pay raises anticipated for FY 2008. It is noted however, that most of these mandatory salary and benefits costs are being absorbed through an anticipated reduction in FTE's from FY 2007 to FY 2008. • In FY 2008, NHTSA is requesting \$1,027,000 for Travel, which represents a \$22,000 inflationary increase over the FY 2007 request. • In FY 2008, NHTSA is requesting \$22,484,000 for Operating expenses, which represents a \$933,000 increase over the FY 2007 request. This increase is essential solely to offset the additional costs associated with mandatory pay raises and to provide minor offsets in the costs of inflation. <p>Within the above total for Operating Expenses, NHTSA is requesting \$94,000 for Strategic Planning in FY 2008, which matches FY 2007 levels. FY 2008 funding will allow the agency to: continue to examine and adjust, if necessary, priorities and strategies to help support decisions on resource allocation; continue to assist in the implementation of the program office Strategic Execution Plans developed from the 2006-2012 Strategic Plan; and evaluate agency internal and external communications for cohesiveness and effectiveness.</p> <p>Within the above total for Operating Expenses, the FY 2008 request for Program Evaluation is \$489,000, which matches the FY 2007 request. The FY 2008 request will allow NHTSA to initiate an evaluation of seat belt effectiveness based on information from Event Data Recorders, a statistical evaluation of the effectiveness of head impact protection, and a survey of how States use technology transfer and problem identification techniques in developing their safety programs.</p> <p>*Excludes \$11,627,000 funded from Highway Safety Grants Administrative Expenses and \$1,130,000 funded from NDR. Total for all administrative expenses at NHTSA is \$103,225,000, which is \$1,693,000 more than the FY07 request of \$101,532,000.</p>	

The above total for Operating Expenses will also provide funding for initiatives to reduce the number of police-reported motor vehicle crashes that occur annually through the issuance of enhanced vehicle safety standards and reduce the number of fatalities and injuries that result from motor vehicle crashes annually through the issuance of sound, science-based, vehicle safety standards.

Within the above total for Operating Expenses, in FY 2008, NHTSA is requesting \$90,000 for Economic Analysis programs, which matches the FY 2007 request. The FY 2008 request will provide funding to initiate analysis to improve the quality of decisions made in the agency's priorities and underpin decisions related to its regulatory programs. Additionally, this funding will allow the agency to further refine the Functional Capacity Index (FCI), which allows the agency to evaluate the economic and social consequences of an injury at one year post crash.

- NHTSA requests \$1,012,000 in FY 2008 for the VRTC, which is consistent with the FY 2007 request. Funding will provide the lease, utility and operating funds for the Agency's in-house research and test facility, as well as provide for the maintenance of equipment necessary for conducting research and test activities
- NHTSA requests \$900,000 in FY 2008 for Regional Operations, which is \$29,000 more than the FY 2007 request. Funding will provide some lease, utility and operating funds for the Agency's ten Regional offices.

Explanation of Funding Changes for Operations and Research

Rulemaking	(\$1,387,000)
<p>Overview:</p> <p>In FY 2008, NHTSA is requesting \$12,768,000 for Safety Performance programs, a decrease of \$1,387,000 from the FY 2007 request. The decrease reflects an overall reduction in the New Car Assessment Program request, due to the testing schedule realignment that will be completed in FY 2007. Increases in the agency's Safety Standards Support program will enable the completion of rulemakings mandated by SAFETEA-LU. Within the Fuel Economy, the requested increase will allow the agency to develop standards to further reduce the nation's gasoline consumption. Theft Program increase will allow for a technology study to identify and evaluate newly developed means of parts-marking as an Anti-theft Device Study to provide a comparative analysis of the antitheft attributes of the devices voluntarily installed in low-theft vehicles to develop new means for reducing vehicle theft.</p>	
<p>Safety Standards Support</p> <p>NHTSA requests \$2,800,000 for Safety Standards Support, which reflects a \$500,000 increase over the FY 2007 request. This increase will allow the agency to focus on rulemakings required under SAFETEA-LU. SAFETEA-LU requires final rules for roof crush, door locks, ejection mitigation, and side impact protection by July 1, 2008, February 2008, October 1, 2009, and July 1, 2008, respectively.</p>	\$500,000
<p>New Car Assessment Program</p> <p>NHTSA is requesting \$7,893,000 for the New Car Assessment Program. This request is, in total, \$2,607,000 less than the FY 2007 request for NCAP. In FY 2006 and 2007, the agency requested additional funds, as authorized under Section 10307 of SAFETEA-LU to accelerate the testing program necessary to be able to provide the ratings information to manufactures to be placed on vehicles as they are deployed into the market. These extra funds allowed the agency to establish a one-time change to the NCAP testing schedule to assure a sufficient percentage of the vehicle fleet was tested, as well as to expedite the rulemaking process necessary to provide consumers with the rating information on price stickers. This testing schedule realignment will be completed in FY 2007.</p>	(\$2,607,000)

Fuel Economy Program NHTSA requests \$1,880,000 for the Fuel Economy program, which reflects a \$598,000 increase over the FY 2007 request. A pending proposal in Congress would give the agency the authority to reform the passenger car standards, further reducing gasoline consumption. The increase requested in FY 2008 will allow the agency to start looking at revised modeling methods that would be needed for passenger cars.	\$598,000
Theft Program NHTSA requests \$175,000 for its Theft Program in FY 2008, a \$122,000 increase over the FY 2007 increase. This increase will allow the agency to conduct a technology study to identify and evaluate newly developed means of parts-marking to determine if they are sufficiently permanent and otherwise meet the purposes and definitions of parts marking and be viable alternatives to be included under 49 CFR Part 541, as well as an Anti-theft Device Study to provide a comparative analysis of the antitheft attributes of the devices voluntarily installed in low-theft vehicles in comparison with those for which manufacturers have been granted parts exemptions under 49 CFR Part 543, and to evaluate the effectiveness of each in effectively reducing and deterring theft.	\$122,000
Highway Safety Programs	\$1,500,000
Overview: Funding changes within Operations and Research are proposed to realign funds between the Bicycle program and the Motorcycle Safety program. Currently, the number of injuries and fatalities due to bicycle-related crashes are trending downward, while motorcycle-related crashes have increased for the eighth consecutive year.	
Impaired Driving The Impaired Driving program will be minimally reduced by \$94,000 in FY 2008 to reflect minor reprogramming action among the various research activities in the Operations and Research account.	(\$94,000)

Drug Impaired Driving The Drug Impaired Driving program will be minimally reduced by \$12,000 in FY 2008 to reflect minor reprogramming action among the various research activities in the Operations and Research account.	(\$12,000)
Pedestrian, Bicycle, and Pupil Transportation The Bicycle Safety program budget will be reduced by \$212,000 in FY 2008 to fund additional motorcycle safety activities.	(\$212,000)
Older Driver Safety Programs In FY 2008, NHTSA request \$1,700,000 for Older Driver Safety programs, a \$1,200,000 increase over FY 2007 funding levels. This request reflects the authorized level for this program under SAFETEA-LU, and will be used to carry out the initiatives outlined in the older driver plan required of the agency by Section 2017 (a) of SAFETEA-LU.	\$1,200,000
Motorcycle Safety Programs Projections through the Fatality Analysis Reporting Systems (FARS) show that motorcycle fatalities have increased for the eighth consecutive year in 2005. In order to focus additional resources to reducing motorcycle crashes, NHTSA proposes to reallocate funds to initiate programs to further address this issue. NHTSA will work with law enforcement to increase their awareness of the motorcycle crash problem and provide guidance on effective activities they can undertake to decrease such crashes. Additionally, NHTSA will use this funding to develop technical assistance resource to assist States in determining characteristics of motorcycle crashes. Subsequently, the agency will develop and implement programs to address the identified problems.	\$192,000
National Occupant Protection The National Occupant Protection program will be minimally reduced by \$92,000 in FY 2008 to reflect minor reprogramming action among the various research activities in the Operations and Research account.	(\$92,000)

Enforcement and Justice Service	(\$18,000)
The Enforcement and Justice Service program will be minimally reduced by \$18,000 in FY 2008 to reflect minor reprogramming action among the various research activities in the Operations and Research account. It is noted that this program includes \$500,000 authorized under Section 2017(b) of SAFETEA-LU for Law Enforcement Training.	
Enhance 911 and National EMS Information Systems	\$1,000,000
This program will be increased by \$1,000,000 in FY 2008 to establish a Wireless Enhanced 9-1-1 Program and a 9-1-1 Implementation Coordination Office which is required by the ENHANCE 9-1-1 Act of 2004, in addition to continued support for NEMSIS. \$750,000 of the increase is for E-911 and \$250,000 for NEMSIS.	
Driver Licensing	(\$8,000)
The Driver Licensing program will be minimally reduced by \$8,000 in FY 2008 to reflect minor reprogramming action among the various research activities in the Operations and Research account.	
Highway Safety Research	(\$451,000)*
This decrease of \$451,000 reflects a change in how funding for this program is being reflected in the budget; a portion of the funding for this activity is now being shown in the Highway Traffic Safety Grants section of this document.	
Research and Analysis	\$829,000
Overview:	
The agency is requesting an increase in the Research and Analysis budget to provide for an increase in the Crash Avoidance and Human-Vehicle Performance program to complete objective test development for additional advanced safety systems such as alcohol monitoring and/or lane keeping systems, and to publish safety benefits and consumer information on advanced safety systems. In FY 2008, the agency will request \$500,000 less for its Biomechanics program, due to the completion of development and response analysis of NHTSA's advanced, frontal, 5 th percentile female dummy in FY 2007. A \$500,000 increase is requested in the Safety Systems program to support necessary research to upgrade Federal motor vehicle safety standards, facilitate coordination with industry to incorporate improvements in vehicle structures and occupant compartment design, as well as to develop performance tests to improve compatibility between LTVs and passenger vehicles.	

*Offset by \$367,000 increase provided through Highway Safety Grant program administrative expenses for a “net” decrease of \$84,000 from the FY 07 request.

Safety Systems NHTSA requests \$8,226,000 for Safety System programs in FY 2008, which reflects an increase of \$500,000 over the FY 2007 request. The requested increase will enable the agency to: provide research support for issuing or upgrading Federal motor vehicle safety standards; facilitate coordination with industry to incorporate improvements in vehicle structure and occupant compartment design, in combination with improvements in restraint systems; develop performance tests using the side impact moving deformable barrier and establish test and dummy requirements to further address front-to-side compatibility; and develop performance tests for front-to-front compatible energy management in crashes between LTVs and passenger cars.	\$500,000
Biomechanics In FY 2008, NHTSA is requesting \$11,000,000 for Biomechanic programs, a decrease of \$500,000 from FY 2007 levels. This decrease is a result of the completion of development and response analysis of NHTSA’s advanced, frontal, 5 th percentile female dummy in FY 2007.	(\$500,000)
Crash Avoidance & Human-Vehicle Performance NHTSA requests \$7,804,000 for Crash Avoidance & Human-Vehicle Performance programs, an increase of \$1,054,000 over FY 2007. This increase will provide the agency funding to complete objective test development for additional advanced safety systems such as alcohol monitoring and/or lane keeping systems, and to publish safety benefits and consumer information on advanced safety systems.	\$1,054,000
Fatality Analysis Reporting System NHTSA is requesting \$7,172,000, an increase of \$109,000 over FY 2007 funding levels. This increase provides inflationary increases to the State salaries of the FARS data collection workforce, allowing the agency to maintain a knowledgeable field team supporting FARS.	\$109,000

Data Analysis Program	(\$334,000)
The Data Analysis program will be minimally reduced by \$8,000 in FY 2008 to reflect minor reprogramming action among the various research activities in the Operations and Research account.	
Administrative Expenses	\$1,558,000
Overview:	
The agency is requesting an increase of \$1,558, 000 in its Administrative Expenses budget to provide for increases in Operation Expenses. These expenses include normal inflationary increases in most areas, as well as specific increase in health care costs, and expenses related to the move to the new building in FY 2007.	
Administrative Expenses	\$1,558,000*
In FY 2008, NHTSA is requesting \$90,468,000 for Administrative Expenses, which represents a \$1,558,000 increase over the FY 2007 request.	
In addition to normal inflation in most areas, the agency anticipates increases associated with health care expenses and the Department's move to the new building in FY 2007. This move requires sophisticated new security systems, as well as private parking that was once subsidized and helped to defray charges against the Working Capital Fund. Currently, expenses related to the move to the new building are being funded out of each agency's contributions to the Working Capital Fund. With fewer agencies moving to the new building the when the initial move was planned (as the Coast Guard, TSA, and FAA will not be housed at that location), these costs are being split between a smaller group, increasing each agency's cost to unforeseen levels. The agency is currently examining all discretionary funding to find efficiencies to address this issue.	
There are also mandatory increases in this program associated with pay raises; we are absorbing most of these costs by reducing funded FTE's in FY 2008.	

*In addition, there is an increase in the funding from Highway Safety Grant program administrative expenses of \$130,000 and in NDR of \$5,000 for a total increase to all NHTSA administrative expenses of \$1,693,000.

**DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH (HIGHWAY TRUST FUND)
(Includes Proposed Legislation in FY 2007 and FY 2008)**

Program and Financing (in thousands of dollars)				
Identification Code		FY 2006	FY 2007	FY 2008
69-8016-0-1-401		Actual	CR	Request
Obligations by program activity:				
Direct Program:				
00.01	Highway Safety Programs	51,805	43,498	42,559 *
00.02	Research and Analysis	107,498	64,210	65,678 **
00.03	Office of the Administrator	5,075		
00.04	General Administration	25,573		
00.05	Rulemaking	22,820	14,013	12,768
00.06	Enforcement	32,755	18,094	18,277
00.07	National Driver Register	3,893	3,960	4,000
00.08	Administrative Expenses		89,167	90,468 ***
0.100	Total Direct Obligations	249,419	232,942	233,750
09.01	Reimbursable Program	13,264	25,000	25,000
10.00	Total Obligations	262,683	257,942	258,750
Budgetary resources available for obligation:				
21.40	Unobligated Balance Carried Forward, start of year:	13,110	27,244	27,244
22.00	New Budget Authority, (gross)	247,356	257,942	258,750
22.10	Resources available from recoveries of prior year obs	4,190		
22.22	Unobligated Balance Transferred from other accounts [69-8083]	25,271		
23.90	Total Budgetary Resources Avail for Oblig.	289,927	285,186	285,994
23.95	Total New Obligations	-262,683	-257,942	-258,750
24.40	Unobligated Balance Carried Forward, end of year:	27,244	27,244	27,244
New budget authority (gross), detail				
Discretionary				
40.26	Appropriation, trust fund [20-8102-0-N-0504]	112,860	112,860	233,750
40.49	Portion applied to liquidate contract authority	-234,092	-234,092	-233,750
42.00	Transferred from other accounts [69-8083]	121,232	121,232	0
43.00	Appropriation (total discretionary)	0	0	0
49.35	Contract authority permanently reduced	0	-1,118	0
49.36	Unobligated balance permanently reduced	0	0	0
49.90	Contract authority total discretionary	0	-1,118	0
Mandatory				
66.10	Contract authority	114,000	111,750	233,750
66.35	Contract authority permanently reduced	-2,365		
66.62	Transferred from other accounts [69-8083]	122,457	121,232	
66.90	Contract authority (total mandatory)	234,092	232,982	233,750

*Excludes \$4,967,000 for Highway Safety Research funded from Grant administrative expenses

**Excludes \$1,656,000 for NOPUS from Grant administrative expenses

***Excludes \$11,627,000 funded from Grant administrative expenses and NDR administrative expenses of \$1,130,000 are shown under NDR.

**DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH (HIGHWAY TRUST FUND)
(Includes Proposed Legislation in FY 2007 and FY 2008)**

Program and Financing (in thousands of dollars)				
Identification Code		FY 2006	FY 2007	FY 2008
69-8016-0-1-401		Actual	CR	Request
Spending authority from offsetting collections				
Discretionary				
58.00	Offsetting Collections (cash)	<u>13,163</u>	<u>25,000</u>	<u>25,000</u>
70.00	Total new budget authority (gross)	247,356	257,942	258,750
Change in obligated balances				
72.40	Obligated balances at the start of the year	182,659	216,983	169,611
73.10	Total new obligations	262,683	257,942	258,750
73.20	Total outlays (gross)	-224,169	-305,314	-286,433
73.45	Recoveries of prior year obligations	<u>-4,190</u>	<u>0</u>	<u>0</u>
74.40	Obligated balance, end of year	216,983	169,611	141,928
Outlays (gross), detail				
86.90	Outlays from new current authority	148,393	161,309	163,575
86.93	Outlays from discretionary balances	<u>75,776</u>	<u>144,005</u>	<u>122,858</u>
87.00	Total outlays (gross)	224,169	305,314	286,433
Offsets against gross budget authority and outlays:				
88.00	Outsetting collections (cash) from:			
	Federal sources	13,163	25,000	25,000
88.40	Non-Federal Sources	0	0	0
88.90	Total, offsetting collections	13,163	25,000	25,000

**DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH (HIGHWAY TRUST FUND)
(Includes Proposed Legislation in FY 2007 and FY 2008)**

Program and Financing (in thousands of dollars)

Identification Code		FY 2006	FY 2007	FY 2008
69-8016-0-1-401		Actual	CR	Request
Net Budget Authority and Outlays				
89.00	Budget authority	234,092	232,982	233,750
90.00	Outlays	211,006	280,314	261,433
93.01	Unobligated balance, start of year: Contract Authority	13,110	27,244	27,244
93.02	Unobligated balance, end of year: Contract Authority	27,244	27,244	27,244
93.03	Obligated balance, start of year: Contract Authority	182,659	216,983	169,611
93.04	Obligated balance, end of year: Contract Authority	216,983	169,611	141,928

**DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
OPERATIONS AND RESEARCH (HIGHWAY TRUST FUND)
Object Classification (in thousands of dollars)**

Identification Code		FY 2006	FY 2007	FY 2008
69-8016-0-7-401		Actual	CR	Estimate
Direct obligations:				
Personnel compensation:				
11.10	Full-time permanent	54,630	51,625	51,702
11.50	Other personnel compensation	1,996	1,600	2,132
11.19	Total personnel compensation	56,626	53,225	53,834
12.10	Civilian personnel benefits	13,730	13,050	13,050
21.00	Travel and transportation of persons	1,559	1,347	1,406
23.10	Rental payments to GSA	7,882	7,882	7,836
23.30	Communications, utilities, and miscellaneous charges	1,387	2,400	2,450
24.00	Printing and reproduction	1,971	3,600	3,655
25.20	Other services	76,514	7,285	7,541
25.50	Research and development contracts	81,022	142,153	141,881
26.00	Supplies and materials	3,020	1,000	1,075
13.10	Equipment	5,708	1,000	1,022
19.90	Subtotal, Direct obligations	249,419	232,942	233,750
	Reimbursable obligations	13,264	25,000	25,000
99.99	Total obligations	262,683	257,942	258,750

NATIONAL DRIVER REGISTER
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out chapter 303 of title 49, United States Code, \$4,000,000, to be derived from the Highway Trust Fund (other than the Mass Transit Account) and shall remain available until September 30, 2010: Provided, That none administration of the funds in this Act shall be available for the implementation or execution of programs the obligations for which, in FY 2008, are in excess of \$4,000,000 for the National Driver Register authorized under such chapter.

EXHIBIT III - 1

**NATIONAL DRIVER REGISTER
APPROPRIATION SUMMARY BY PROGRAM ACTIVITY TABLE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations**

(\$000)

	FY 2006 ENACTED	FY 2007 CR	FY 2007 PRES. BUD.	FY 2008 REQUEST	CHANGE FY 2007 - 2008
National Driver Register	3,960	3,960	4,000	4,000	0
TOTAL, NATIONAL DRIVER REGISTER	3,960	3,960	4,000	4,000	0
FTEs					
*Direct Funded	16	8	8	8	0
other	0	0	0	0	0

*Note: FY 2006 Positions and FTE's reflect personnel resources included in previous budget submission;
FY 2007 and FY 2008 personnel resources reflect the personnel levels that can be funded with
available financial resources.

NATIONAL DRIVER REGISTER

Program and Performance

A total of \$4,000,000 million is proposed for NHTSA's National Driver Register in FY 2008. Included in this total is the distribution of salaries and benefits, travel, and operating expenses within each program area.

National Driver Register (NDR) (\$2,870,000) – NDR supports the Department's Safety goals by maintaining and operating the Problem Driver Pointer System (PDPS). This system improves traffic safety by assisting State motor vehicle administrators in communicating effectively and efficiently with other States to identify drivers whose licenses have been suspended or revoked for serious traffic offenses, such as driving under the influence of alcohol or other drugs.

NDR Administrative Expenses (\$1,130,000) – Administrative expenses within the NDR program support the salaries and benefits, as well as other support costs, required to carry out the mission of the NDR program.

EXHIBIT III - 2

NATIONAL DRIVER REGISTER
SUMMARY ANALYSIS OF CHANGE FROM FY 2007 TO FY 2008
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Appropriations, Obligation Limitations, and Exempt Obligations

ITEM	CHANGE FY 2007-2008	Non-Add Columns			Total
		FY 2008 PC&B by Program	FY 2008 FTEs by Program	FY 2008 Contract Expenses	
FY 2007 Base					4,000
Adjustments to Base					
Annualization of FY 2007 Pay Raise	8				8
FY 2008 Pay Raise	22				22
Subtotal, Adjustment to Base	30				30
	0				
New or Expanded Program	0				
Increases/Decreases	0				
Driver Register Program	-30	1,065	8	2,870	
Subtotal, New or Expanded Program					
Increases/Decreases	-30				-30
Total FY 2008 Request	0				4,000

Explanation of Programmatic Funding for National Driver Register

National Driver Register	\$4,000,000
Overview: In FY 2008, NHTSA is requesting \$4,000,000 to conduct National Driver Register programs, as defined below.	
National Driver Register	\$2,870,000
National Driver Register Administrative Expenses	\$1,130,000

Detailed Justification for National Driver Register Program

National Driver Register (NDR)	FY 2008 Request: \$2,870,000
<p>Overview:</p> <p>The National Driver Register supports NHTSA's mission of reducing the economic and personal toll to society from crashes on our nation's roads by maintaining a national database of revoked, suspended and denied drivers for the States to use when making a determination on whether to license an applicant for a driver license. State motor vehicle agencies maintain driver records and authorize driver licenses for nearly 200 million drivers. State motor vehicle agencies need an effective means for identifying problem drivers to prevent issuing driver licenses to suspended drivers. Driver records and driver license control are vital to reducing deaths from motor vehicle crashes. The critical mission of the National Driver Register (NDR) is to provide an efficient and timely database that keeps problem drivers from operating private and commercial vehicles and aids in the decision making for other transportation modes' certification procedures. In addition, the NDR is now being used by the Office of Personnel Management (OPM) as a resource in determining eligibility for federal employment for those individuals who have access to sensitive or secret information.</p> <ul style="list-style-type: none"> In FY 2008, NHTSA is requesting \$2,870,000 for the National Driver Register, \$5,000 less the FY 2007 budget request for the program. Funding the NDR at this level will allow the agency to maintain the FY 2007 service level, accommodate increasing inquiry activities, such as those anticipated by the new requirements of the REAL ID Act due to increased State inquiry activity for the NDR's Problem Driver Pointer System (PDPS). This funding will also enable the modernization of NDR's PDPS. 	
<p>FY 2007 Base:</p> <p>The NDR anticipates that it will continue to meet its customer service goals of responding to 60 million queries, with an average response time of four seconds, with all interactive inquiries being responded to within seven seconds, and to be available for operation 99 percent of scheduled operational hours. By responding quickly and having high availability, problem drivers can be identified before licenses are issued and measures to protect public safety can be taken.</p>	
<p>Anticipated FY 2007 Accomplishments:</p> <p>The NDR functions as a real-time national database to assist the States in identifying problem drivers, a functionality that increases inquiries. NHTSA anticipates the NDR to process approximately 60 million inquiries in FY 2007. States are required to submit inquiries prior to all license issuances. The current effort to modernize the system is a 3-year project which will provide authorized users better access to the data on the file.</p>	

FY 2008 Budget Request

The FY 2008 budget request will maintain the FY 2007 service level and accommodate increasing inquiry activities. New requirements of the REAL ID Act will increase State inquiry activity for the NDR's PDPS system. NDR's PDPS is in the process of modernization, funding will be used to for Beta testing, integration, and parallel testing with system enhancements.

OPM has been granted access to NDR information for personnel security investigations. Modernization of the computer system includes developing a new platform and language utilizing state of the art database structure.

Detailed Justification for National Driver Register Program

NDR Administrative Expenses	FY 2008 Request: \$1,130,000
<p data-bbox="235 331 381 367">Overview:</p> <p data-bbox="235 388 1388 714">The NDR Administrative Expenses supports the NDR program through salary and benefits to specialized staff to carry-out the program's support of NDR's mission of the to provide an efficient and timely database that keeps problem drivers from operating private and commercial vehicles and aids in the decision making for other transportation modes' certification procedures. The NDR program directly supports NHTSA's mission of reducing the economic and personal toll to society from crashes on our nation's roads by maintaining a national database of revoked, suspended and denied drivers for the States to use when making a determination on whether to license an applicant for a driver license.</p> <ul data-bbox="284 735 1372 882" style="list-style-type: none">• In FY 2008, NHTSA is requesting \$1,130,000 for the NDR Administrative Expenses a \$5,000 increase over the FY 2007 budget request for the program. Funding at this level will allow the agency to maintain the FY 2007 staff support to achieve NDR mission objectives	

HIGHWAY TRAFFIC SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109–59, to remain available until expended, \$599,250,000 to be derived from the Highway Trust Fund (other than the Mass Transit Account): Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year 2008, are in excess of \$599,250,000 for programs authorized under 23 U.S.C. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109–59, of which \$225,000,000 shall be for “Highway Safety Programs” under 23 U.S.C. 402; \$25,000,000 shall be for “Occupant Protection Incentive Grants” under 23 U.S.C. 405; \$124,500,000 shall be for “Safety Belt Performance Grants” under 23 U.S.C. 406: Provided further, That this amount shall remain available until September 30, 2009; \$34,500,000 shall be for “State Traffic Safety Information System Improvements” under 23 U.S.C. 408; \$131,000,000 shall be for “Alcohol-Impaired Driving Countermeasures Incentive Grant Program” under 23 U.S.C. 410; \$18,250,000 shall be for “Administrative Expenses” under section 2001(a)(11) of Public Law 109–59; \$29,000,000 shall be for “High Visibility Enforcement Program” under section 2009 of Public Law 109–59; \$6,000,000 shall be for “Motorcyclist Safety” under section 2010 of Public Law 109–59; and \$6,000,000 shall be for “Child Safety and Child Booster Seat Safety Incentive Grants” under section 2011 of Public Law 109–59: Provided further, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures: Provided further, That not to exceed \$500,000 of the funds made available for section 410 “Alcohol-Impaired Driving Countermeasures Grants” shall be available for technical assistance to the States: Provided further, That not to exceed \$750,000 of the funds made available for the “High Visibility Enforcement Program” shall be available for the evaluation required under section 2009(f) of Public Law 109–59: Provided further, That notwithstanding any other provision of law or limitation on the use of funds made available under 23 U.S.C. 403, an additional \$130,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for 23 U.S.C. 402, to pay for travel and related expenses for State management reviews and to pay for core competency development training and related expenses for highway safety staff.

Note.—A regular 2007 appropriation for this account had not been enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 109-289, Division B, as amended). The amounts included for 2007 in this budget reflects the levels provided by the continuing resolution.

EXHIBIT III - 1

**HIGHWAY TRAFFIC SAFETY GRANTS
APPROPRIATION SUMMARY BY PROGRAM ACTIVITY TABLE
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations**

(\$000)

	FY 2006 ENACTED	FY 2007 CR	FY 2007 PRES. BUD.	FY 2008 REQUEST	CHANGE FY 2007 - 2008
HIGHWAY TRAFFIC SAFETY GRANTS					
Section 402 Formula Grant Program	214,830	214,830	220,000	225,000	5,000
Section 405 Occupant Protection Incentive Grants	24,750	24,750	25,000	25,000	0
Section 406 Safety Belt Performance Grant Program	123,255	123,255	124,500	124,500	0
Section 408 State Traffic Safety Info. System Improve.	34,155	34,155	34,500	34,500	0
Section 410 Alcohol Incentive Grant Program	118,800	118,800	125,000	131,000	6,000
Section 2010 Motorcyclist Safety Grants	5,940	5,940	6,000	6,000	0
Section 2011 Child Safety and Booster Seat Grants	5,940	5,940	6,000	6,000	0
High Visibility Enforcement	28,710	28,710	25,000	29,000	4,000
Grant Administrative Expenses	16,014	16,014	17,750	18,250	500
TOTAL HIGHWAY TRAFFIC SAFETY GRANTS	572,394	572,394	583,750	599,250	15,500
FTEs					
*Direct Funded	94	85	85	85	0
Reimbursable, allocated, other	0	0	0	0	0

*Note: FY 2006 Positions and FTE's reflect personnel resources included in previous budget submission;
FY 2007 and FY 2008 personnel resources reflect the personnel levels that can be funded with
available financial resources.

HIGHWAY TRAFFIC SAFETY GRANTS

Program and Performance

Section 402 (State and Community Grants)(\$225,000,000) – SAFETEA-LU reauthorized the State and Community Highway Safety formula grant program to support State highway safety programs, designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A State may use these grant funds only for highway safety purposes; at least 40 percent of these funds are to be expended by political subdivisions (i.e. communities) within the State.

Section 405 (Occupant Protection Incentive Grants)(\$25,000,000) – SAFETEA-LU amended Section 405 (a) of Chapter 4 of Title 23, to encourage States to adopt and implement effective programs to reduce deaths and injuries from riding unrestrained or improperly restrained in motor vehicles. A State may use these grant funds only to implement and enforce occupant protection programs.

Section 406 (Safety Belt Performance Grants)(\$124,500,000) – SAFETEA-LU established a new program of incentive grants to encourage the enactment and enforcement of primary seat belt use laws for all passenger motor vehicles. A State may use these grant funds for any safety purpose under Title 23, or for any project that corrects or improves a hazardous roadway location or feature or proactively addresses highway safety problems. However, at least \$1 million of amounts received by States must be obligated for behavioral highway safety activities.

Section 408 (State Traffic Safety Information System Improvements)(\$34,500,000) – SAFETEA-LU established a new program of incentive grants to encourage States to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data needed to identify priorities for national, State, and local highway and traffic safety programs. Section 408 grants also seek to, evaluate the effectiveness of efforts to make necessary improvements, to link existing State data systems, including traffic records, with other data systems within the State, as well as to improve the compatibility of the State data system with national data systems and data systems of other States in an effort to enhance the ability to monitor and analyze national trends in crash occurrences, rates, outcomes, and circumstances. A State may use these grant funds only to implement such data improvement programs.

Section 410 (Alcohol Impaired Driving Countermeasures Incentive Grants)(\$131,000,000) – SAFETEA-LU amended the alcohol-impaired driving countermeasures incentive grant program to encourage States to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol.

A State may use these grant funds to implement the impaired driving activities described in the Programmatic Criteria, as well as to cover costs for: high visibility enforcement; training and equipment for law enforcement; advertising and educational campaigns that publicize checkpoints, increase law enforcement efforts and target impaired drivers under 34 years of age; State impaired operator information system; and the costs of vehicle or license plate impoundment.

Child Safety and Child Booster Seat Safety Incentive Grants (\$6,000,000) – Section 2011 of SAFETEA-LU established a new incentive grant program to make grants available to States that are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that meets the requirements prescribed under section 3 of Anton’s Law (49 USC 30127 note; 116 Stat. 2772). These grant funds may be used only for child safety seat and child restraint programs.

Motorcyclist Safety (\$6,000,000) – Section 2010 of SAFETEA-LU established a new program of incentive grants to encourage States to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A State may use these grants funds only for motorcyclist safety training and motorcyclist awareness programs, including improvement of training curricula, delivery of training, recruitment or retention of motorcyclist safety instructors, and public awareness and outreach programs.

High Visibility Enforcement (\$29,000,000) – Section 2009 of SAFETEA-LU provides support for the States’ increased enforcement programs through the continued provision of national paid media during mobilization and crackdown efforts.

Grant Administrative Expenses (\$18,250,000) – SAFETEA-LU provides funding for salaries and operating expenses related to the administration of the Grant Programs and supports the National Occupant Protection User Survey (NOPUS) and Highway Safety Research programs.

EXHIBIT III - 2

HIGHWAY TRAFFIC SAFETY GRANTS

**SUMMARY ANALYSIS OF CHANGE FROM FY 2007 TO FY 2008
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations**

(\$000)

ITEM	CHANGE FY 2007 - 2008	Non-Add Columns			Total
		FY 2008 PC&B by Program	FY 2008 FTEs by Program	FY 2008 Contract Expenses	
FY 2007 Base (Pres. Bud.)					583,750
Adjustments to Base					
Annualization of FY 2007 Pay Raise	94				94
FY 2008 Pay Raise	241				241
Inflation	165				165
Subtotal, Adjustment to Base	500				500
New or Expanded Programs					
Section 402 Formula Grants	5,000				5,000
Section 410 Formula Grants	6,000				6,000
Section 409 High Visibility Enforcement	4,000				4,000
Grant Administrative Expenses	0	10,602	85	0	0
Subtotal, New or Expanded Program					
Increases/Decreases	15,000	0	0	0	15,000
Total FY 2008 Request	15,500				599,250

Detailed Justifications Table of Contents

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SECTION 406 SAFETY BELT PERFORMANCE GRANTS	158-160
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GRANT ADMINISTRATIVE EXPENSES	173

Explanation of Programmatic Funding for Highway Safety Grants

Highway Safety Grants	\$599,250,000
Overview: In FY 2008, NHTSA is requesting \$599,250,000 to conduct the agency's Highway Safety Grant programs, as defined below.	
Section 402 State and Community Formula Grants	\$225,000,000
Section 405 Occupant Protection Incentive Grants	\$25,000,000
Section 406 Safety Belt Performance Grants	\$124,500,000
Section 408 Safety Information Systems Grants	\$34,500,000
Section 410 Impaired Driving Grants	\$131,000,000
Section 2010 Motorcycle Safety Grants	\$6,000,000
Section 2011 Child Booster Safety Incentive Grants	\$6,000,000
High Visibility Enforcement (Section 2009)	\$29,000,000
Highway Safety Grant Administrative Expenses	\$18,250,000*

***Includes \$4,967,000 for Highway Safety Research, \$1,656,000 for National Occupant Protection Use Survey, and \$11,627,000 for Regular Administrative Expenses**

Detailed Justification for Highway Safety Grants

Section 402 State and Community Formula Grant Program	FY 2008 Request: \$225,000,000
<p>Overview:</p> <p>Highway safety is a major national public health problem. Motor vehicle crashes are responsible for 95 percent of deaths and 99 percent of injuries on the Nation's transportation systems, the reduction of which constitute NHTSA's mission to, "<i>Save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity.</i>" The Section 402 program is a critical asset in the Administration's goal of reducing fatalities and injuries because it allows a mechanism for the delivery and implementation of data-driven, nationally-recognized highway safety programs. This coordination creates heightened awareness and effectiveness on a variety of NHTSA-developed programs resulting in fewer crashes, deaths and injuries, and lower associated health care costs.</p> <p>The Section 402 Grant program provides grants to all States, the District of Columbia, the Commonwealth of Puerto Rico, the Indian Nations, and the Trust Territories to encourage and facilitate implementation of ever-more effective programs to improve highway safety. The formula developed to distribute Section 402 grant monies amongst eligible entities was established by the Highway Safety Act of 1966. Performance-based requirements of the section 402 grants also require that States establish and work toward their own highway safety goals, based on their individual data and needs analysis.</p> <ul style="list-style-type: none"> • In FY 2008, NHTSA is requesting \$225,000,000 for Section 402 State and Community Grants, which is \$5,000,000 more than the FY 2007 request, and aligns with the authorization for the program under Section 2002 of SAFETEA-LU. 	
<p>FY 2007 Base:</p> <p>Section 402 Grants will be used to implement a variety of highway safety programs in FY 2007.</p> <p>Occupant Protection</p> <p>In the area of occupant protection, States are implementing increased activities to support the <i>Click It or Ticket</i> campaign to increase seat belt use. All of the Southeast, Central, and South Central Regions have augmented their <i>Click It or Ticket</i> mobilizations with an additional two weeks of well-publicized enforcement focused on unbuckled pick-up truck operators. The Great Lakes Region States have a similar extended mobilization, with the extra two weeks emphasizing enforcement in rural areas.</p> <p>NHTSA is encouraging all States to expand their seat belt programs to sustained enforcement, patterned after the Strategic Evaluation States (SES) impaired driving initiative.</p>	

Impaired Driving

NHTSA continues to encourage all States to participate in the annual national high visibility impaired driving enforcement, enforcement crackdown, which supports NHTSA's impaired driving priorities. Beginning in FY 2006, NHTSA encouraged all States to move toward sustained enforcement of impaired driving, following the model that was developed for the Strategic Evaluation State initiative

In addition, all of the Mid-Atlantic Region States continue to participate in Operation Checkpoint Strikeforce, which applies the SES sustained enforcement model in the context of sobriety checkpoints. NHTSA is conducting informational workshops for all States to encourage recruitment of Traffic Safety Resource Prosecutors to ensure effective disposition of impaired driving arrests and seat belt citations, and is providing technical assistance to help States construct DWI courts to reduce impaired driving recidivism significantly.

Through its data-driven process of Special Management Reviews to assess the efficacy of the implementation of programs, NHTSA continues to work with States that lag substantially behind national levels of performance to develop and implement Performance Enhancement Plans to achieve significant increases in seat belt use and reductions in alcohol-related fatalities.

Key highway safety initiatives such as aggressive driving, motorcycle safety and speed management programs will also receive their Federal financial support through the Section 402 formula grant program.

Anticipated FY 2007 Accomplishments:

Highlights of anticipated accomplishments include:

- 49+ States will participate in the national *Click It or Ticket* mobilization in May 2007, with 12,500+ law enforcement agencies conducting zero tolerance seat belt enforcement backed up by significant paid advertising campaigns.
- 20+ States will augment their *Click It or Ticket* mobilizations with two additional weeks of well-publicized and stepped-up seat belt enforcement in the first half of May, focused on demographic or geographic targets associated with low belt use (e.g., rural areas, pick-up truck drivers, teenagers).
- 45+ States will participate in the national high visibility impaired driving enforcement crackdown in August and September 2007, with 11,000+ law enforcement agencies conducting zero tolerance impaired driving enforcement backed up by significant paid advertising campaigns.
- 35+ States will achieve, or make substantial progress toward achieving, sustained seat belt and impaired driving enforcement programs using the model developed in the SES initiative (at least one high-intensity seat belt and/or impaired driving enforcement activity every month by law enforcement agencies collectively serving at least 65 percent of the State's population).

- One or more DWI courts will be in operation or under development in 40+ States.
- 35+ States will have selected, or be actively recruiting, Traffic Safety Resource Prosecutor.

FY 2008 Budget Request

In FY 2008, the Section 402 program will continue the efforts noted above. Unlike the incentive grant programs, which only assist a fraction of the Nation's population, the Section 402 formula program ensures that all States address key highway safety problems that occur, and that these problems are attacked with the most effective countermeasures available nationwide, as developed through the research-based initiatives funded through the Federal Section 403 Program.

The Section 402 program contributes to the nationwide effort of meeting the Department's goals to reduce traffic fatality and injury rates, as well as agency's initiatives to increase seat belt use and reduce alcohol-related fatalities. In addition to national goals, as States implement their Highway Safety Plans and, where applicable, Performance Enhancement Plans, they are setting their own highway safety goals, based on their individual data and needs analysis.

In the area of occupant protection, building upon the success of State *Click It or Ticket* campaigns in increasing seat belt use and enhancing the visibility of seat belt enforcement efforts, NHTSA will continue to expand these campaigns to embrace sustained enforcement in FY 2008. Additional efforts are focused on providing State-requested information to facilitate improving child occupant protection and seat belt use laws, particularly through the passage of primary enforcement laws; increased enforcement of current laws; expanding public education on the benefits of seat belt and child safety seat use; and strengthening partnerships to increase proper use of seat belts and child safety seats.

In the area of impaired driving in FY 2008, NHTSA will work with all States to ensure effective implementation of the national high visibility impaired driving enforcement crackdown, and to expand their campaigns to embrace sustained enforcement following the SES model. In further support of NHTSA's Impaired Driving Integrated Project Team (IPT) report, NHTSA will also continue to promote DWI courts, and substance abuse screening and brief intervention as means of breaking the cycle of addiction and thus reducing impaired driving recidivism. Each State has a critical role to play in the broad-based regional and national strategic plans developed to meet the national goals.

Furthermore, in FY 2008, by continuing to support traffic records and data systems improvements, NHTSA will enhance the States' abilities to accurately identify their top-priority safety problems in a timely fashion, and thus assure more effective application of the Section 402 and other traffic safety funds

Detailed Justification for Highway Safety Grants

Section 405 Occupant Protection Incentive Grants	FY 2008 Request: \$25,000,000
<p>Overview:</p> <p>Seat belts are the most effective means of reducing fatalities and serious injuries when traffic crashes occur. Lap and shoulder belts, when used properly, reduce the risk of fatal injury to front seat passenger car occupants by 45 percent, and the risk of moderate-to-critical injury by 50 percent. For light truck occupants, the effectiveness increases to 60 and 65 percent, respectively. In 2005, 82 percent of passenger vehicle occupants used their seat belts, according to the National Occupant Protection Usage Survey (NOPUS). In 2005, among passenger vehicle occupants over 4 years old, seat belts saved an estimated 15,632 lives.</p> <p>The Section 405 Occupant Protection Incentive Grants contribute to NHTSA's ability to achieve its overall seat belt usage rate goals by providing incentive to States adopting or demonstrating that it has implemented at least 4 of 6 criterion designed to increase occupant protection. In FY 2006, NHTSA made grant awards to 34 States, the District of Columbia, Puerto Rico and two territories.</p> <ul style="list-style-type: none"> • In FY 2005, NHTSA is requesting \$25,000,000 for the Occupant Protection Incentive Grant Program, funding same with the FY 2007 request. States will use their FY 2008 incentive grant awards to fund occupant protection countermeasures and programs, including improved seat belt and child safety seat laws, increased enforcement of these laws, and air bag education. 	
<p>FY 2007 Base:</p> <p>SAFETEA-LU amended the existing Section 405 program, which provides grants to States to encourage them to adopt and implement effective programs to increase seat belt and child safety seat use. Under the modified program, States must demonstrate that they are implementing specific occupant protection laws and programs, such as:</p> <ul style="list-style-type: none"> • A law requiring seat belt use by individuals in all seating positions in the vehicle. • A seat belt law providing for primary enforcement. • Minimum fines or penalty points for seat belt and child seat use law violations. • A statewide special traffic enforcement program for occupant protection that emphasizes publicity. • A statewide child passenger protection education program that includes programs about proper seating positions for children in air bag-equipped motor vehicles and instruction on how to reduce the improper use of child restraint systems. • A child passenger protection law that requires minors to be properly secured in a child safety seat or other appropriate restraint system. 	

Anticipated FY 2007 Accomplishments:

Highlights of anticipated accomplishments include:

- Support for the *Click It or Ticket* national mobilization in May 2007.
- Increases in State seat belt use rates.
- Increases in proper child safety seat usage.

FY 2008 Budget Request

Increasing seat belt and child safety seat usage is critical to reducing deaths and injuries on the Nation's highways. The Section 405 program is a key element of the Department's initiative to increase seat belt use and to reduce child occupant fatalities nationally.

The agency is requesting \$25 million, the full authorization level, to support the Section 405 program under SAFETEA-LU. In FY 2008, the Section 405 program will continue the efforts noted above in FY 2007. States will use their FY 2008 incentive grant awards to fund occupant protection countermeasures and programs, including:

- Improved seat belt and child safety seat laws.
- Increased enforcement of these laws.
- Air bag education and correct child safety seat usage education programs.

Detailed Justification for Highway Safety Grants

Section 406 Safety Belt Performance Grants	FY 2008 Request: \$124,500,000
<p>Overview:</p> <p>Increasing seat belt use by occupants of passenger motor vehicles is one of the most effective means of reducing deaths and preventing serious injuries in crashes. Over the past decade, those States that have upgraded their seat belt laws to primary enforcement status consistently have experienced substantial increases in belt usage. Primary enforcement means that law enforcement officers can stop and ticket motorists simply because they are observed to be unbuckled. As of May 2006, 22 States, the District of Columbia and Puerto Rico have enacted and are enforcing primary seat belt laws that apply to all passenger motor vehicles. One additional State has enacted a law, and will begin enforcing it by the start of calendar year 2007. Two States (Georgia and Indiana) have primary laws that exclude pick-up trucks. Twenty-three States have secondary enforcement belt laws. Officers, troopers and deputies in these States must have probable cause to believe another violation has been committed before they can cite a motorist for failing to buckle up. One State, New Hampshire, has no seat belt law applicable to persons 18 or older.</p> <p>The Section 406 program provides strong incentive to States to enact primary laws covering all passenger motor vehicles, or to demonstrate that they can achieve and sustain high belt use without such a law. All States, the District of Columbia, Puerto Rico and the territories of American Samoa, the Commonwealth of Northern Mariana Islands, Guam, and the Virgin Islands are eligible for one-time seat belt performance grants, and can qualify in several ways:</p> <ul style="list-style-type: none"> • States that did not have a conforming primary seat belt use law for all passenger motor vehicles in effect on or before December 31, 2002, will qualify if either: <ul style="list-style-type: none"> ○ The State enacts, by June 30, for the first time after December 31, 2002, and has in effect and is enforcing a conforming primary seat belt use law for all passenger motor vehicles (New Primary Law States); or, ○ The State, after December 31, 2005, has a seat belt use rate of 85 percent or more for each of the 2 calendar years immediately preceding the fiscal year of the grant (Seat Belt Performance States). • A State that meets either of these criteria will be eligible for a one-time grant equal to 475 percent of the State's apportionment under Section 402 for fiscal year 2003. • Every State that has in effect, and is enforcing a conforming primary seat belt law for all passenger motor vehicles that was in effect before January 1, 2003 (Pre-2003 Primary Law States), will be eligible for a one-time grant equal to 200 percent of the State's apportionment under Section 402 for fiscal year 2003. This may be paid out in annual installments. 	

In FY2008, NHTSA is requesting \$124,500,000 for Safety Belt Performance Grants, an amount equal to the FY 2007 request. As in FY 2007, the States will use their Section 406 grant funds to support a wide range of Title 23, behavioral and infrastructure safety programs to reduce highway fatalities and injuries. In each State, at least \$1 million must be used for behavioral programs.

FY 2007 Base:

States can use their Section 406 grant funds to support a wide range of programs to reduce highway fatalities and injuries. These funds can be used for behavioral and infrastructure safety programs, though at least \$1 million of each State's grant must be used for behavioral programs. In FY 2007, they will continue to carry out, and expand:

- Highly visible and intense seat belt and impaired driving enforcement programs, including participation in nationwide enforcement mobilizations;
- States' cadres of traffic safety resource prosecutors and DWI courts; and
- Speed management, motorcycle crashes and other problem areas, consistent with the outcome of their problem identification analyses for FY 2006.

Many States will use these funds to eliminate hazards on their roadways, including:

- intersection improvements;
- shoulder widening;
- installation of rumble strips;
- improvements to pedestrian and bicycle safety; and
- rail-highway crossings.

Anticipated FY 2007 Accomplishments:

Highlights of anticipated accomplishments include:

- 4+ States will enact primary seat belt laws for all passenger motor vehicles.
- 30+ States will have received and begun applying Section 406 grant funds to a wide variety of behavioral and infrastructure safety programs.
- 15+ States will have drafted primary seat belt laws for introduction during the 2008 legislative session.

FY 2008 Budget Request

In fiscal year 2008, Section 406 funds will first be awarded to any State that qualified as a New Primary Law State in FY 2007, but did not receive the full amount authorized because of a lack of sufficient available funds. Then, grants will be awarded to States

that qualified as New Primary Law States for the first time in FY 2008. Beginning on January 1, 2008, grants will be awarded to States that still have not enacted primary laws, but which recorded seat belt use rates of 85 percent or higher in both calendar years 2006 and 2007. If funds remain after all States qualifying as New Primary Law States or Safety Belt Performance States have been fully funded, grants will be awarded to the Pre-2003 Primary Law States.

As in FY 2007, the States will use their Section 406 grant funds to support a wide range of Title 23, behavioral and infrastructure safety programs to reduce highway fatalities and injuries. In each State, at least \$1 million must be used for behavioral programs.

Detailed Justification for Highway Safety Grants

Section 408 Safety Information Systems Grants	FY 2008 Request: \$34,500,000
<p>Overview:</p> <p>State Traffic Safety Information Systems (TSIS) or Traffic Records data are used for a number of critical transportation safety purposes. Some of these are:</p> <ul style="list-style-type: none"> • to determine the causes of vehicle crashes and to identify national, State, and local transportation safety problems; • to identify trends in vehicle crashes at the national, State and local levels; • to monitor the implementation of transportation safety countermeasures; • to measure the impact of implemented countermeasures; and • to provide data to national databases. <p>The databases that are solely or in part dependent on State TSIS data are the National Driver Register, the Commercial Driver's License Information System, the Fatality Analysis Reporting System, the General Estimates System, the Commercial Vehicle Analysis Reporting System, and the Crashworthiness Data System. Without State TSIS data, none of these activities would be possible including transportation safety research based on these data.</p> <ul style="list-style-type: none"> • In FY 2008, NHTSA request \$34,500,000 for the Safety Information Systems Grants, an amount equal to the FY 2007 request. FY 2008 grant funds will enable States to carry out approved strategic plans for improving the accuracy, completeness, and timeliness of their traffic records systems, and thereby improve their program management and evaluation capabilities. Grants will be used for activities that help to reduce the number of motor vehicle crashes that occur annually, by improving traffic safety information systems data that allow national, State, and local governments to correctly identify traffic safety problems, determine crash trends, and determine which traffic safety program activities are the most effective in reducing crashes. 	
<p>FY 2007 Base:</p> <p>SAFETEA-LU established a new incentive grant program to encourage States to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, and accessibility of State data that is needed to:</p> <ul style="list-style-type: none"> • Identify priorities for national, State, and local highway and traffic safety programs; • Evaluate the effectiveness of efforts to make such improvements; 	

- Link these State data systems, including traffic records, with other data systems within the State; and
- Improve the compatibility of the State data system with national data systems and data systems of other States in order to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

All States, territories and the Bureau of Indian Affairs (BIA) may qualify for Section 408 Safety Information Systems Improvement Grants. To qualify for a first-year grant, a State must demonstrate the following:

- Establishment of a multi-disciplinary highway safety data and traffic records coordinating committee.
- Development of a multi-year safety data and traffic records strategic plan, approved by the coordinating committee and containing performance-based measures.
- Certification that the State has adopted and is using the model data elements determined by the Secretary to be useful, or certification that grant funds will be used toward adopting and using the most practicable elements.

Anticipated FY 2007 Accomplishments:

Highlights of anticipated accomplishments include:

- Improvements in the timeliness of entering data in the traffic records system.
- Improvements in the accuracy of the data entered.
- More States will switch from paper systems to automated systems.
- Increased accessibility to data from multiple users including courts, the health community, and law enforcement.

FY 2008 Budget Request

In FY 2008, for States, territories and the Bureau of Indian Affairs to qualify for a subsequent-year grant, they must:

- Certify that an assessment or audit of the State traffic records system has been conducted or updated within the preceding five years.
- Certify that the coordinating committee continues to operate and supports the multi-year plan.
- Specify how the grant funds and any other funds of the State will support the multi-year strategic plan.
- Demonstrate measurable progress toward achieving the goals and objectives identified in the multi-year plan.

- Submit a report, showing measurable progress in the implementation of the multi-year plan.

Section 408 grant funds will be used to carry out approved strategic plans for improving the accuracy, completeness, and timeliness of their traffic records systems, and thereby improve their program management and evaluation capabilities. Grants will be used for activities that help to reduce the number of motor vehicle crashes that occur annually, by improving traffic safety information systems data that allow national, State, and local governments to correctly identify traffic safety problems, determine crash trends, and determine which traffic safety program activities are the most effective in reducing crashes.

Detailed Justification for Highway Safety Grants

Section 410 Impaired Driving Grants	FY 2008 Request: \$131,000,000
<p>Overview:</p> <p>In 2005, traffic fatalities in alcohol-related crashes fell to 16,885, a 0.27 percent decrease. SAFETEA-LU provided an amended Section 410 grant program that encourages States to adopt and implement effective programs to reduce traffic safety problems that result from individuals driving while under the influence of alcohol, ultimately reducing the fatalities and injuries resulting from these highly-preventable crashes.</p> <ul style="list-style-type: none"> In FY 2008, NHTSA is requesting \$131,000,000, a \$6,000,000 increase over the FY 2007 request. Key FY 2008 activities enabled by these grants will include Significant program activities include sobriety checkpoints and/or safety checkpoint programs, alcohol awareness programs that target persons under age 21, administrative driver's license suspension or revocation programs, and prosecution and adjudication outreach programs. 	
<p>FY 2007 Base:</p> <p>Beginning in FY 2006, to be eligible for incentive grant funding, a State has to meet the <i>Low Fatality Rate Criterion</i> or <i>Programmatic Criteria</i>. Under the <i>Low Fatality Rate Criterion</i>, States must demonstrate an alcohol-related fatality rate of 0.5 or less per 100,000,000 vehicle miles traveled as of the date of the grant, as determined by the most recent data available in the Fatality Analysis Reporting System (FARS).</p> <p>Under the <i>Programmatic Basic Criteria</i>, States must demonstrate that they are implementing at least four of the eight specified impaired driving programs and laws for 2007 and four for FY 2008 and FY 2009. These eight criteria are as follows:</p> <ol style="list-style-type: none"> 1. High-visibility statewide law enforcement campaign using checkpoints and/or saturation patrols. 2. State prosecution and adjudication outreach program. 3. Program to increase the rate of Blood Alcohol Concentration (BAC) testing of drivers involved in fatal crashes. 4. Law that imposes stronger sanctions or additional penalties for high-risk drivers whose BAC is 0.15 percent or more. 5. Effective alcohol rehabilitation and DWI Courts. 6. Program to prevent drivers under age 21 from obtaining alcoholic beverages. 7. Administrative driver's license suspension or revocation program. 8. Self-sustaining impaired driving prevention program. <p>A State may use Section 410 funding to support these impaired driving prevention activities and may also use these grant funds for the following costs:</p>	

- high visibility enforcement;
- training and equipment for law enforcement;
- advertising and educational campaigns that publicize checkpoints;
- increased law enforcement efforts;
- the targeting of impaired drivers under 34 years of age;
- a State impaired operator information system; and
- vehicle or license plate impoundment.

Additionally, a Section 410 grant is available to assist the 10 States with the highest impaired driving related fatalities as determined by the most recent data available in the Fatality Analysis Reporting System (FARS). SAFETEA-LU authorizes no more than 15 percent of Section 410 funds for this purpose. At least one-half of the amounts allocated under the High Fatality Rate Grant Program may be used only for Sobriety Checkpoint and/or Saturation Patrol Programs

Anticipated FY 2007 Accomplishments:

- Over 45 States will participate in the national high visibility impaired driving enforcement crackdown in August and September 2007, with over 11,000 law enforcement agencies conducting zero tolerance impaired driving enforcement that will be reinforced with significant paid advertising campaigns.
- Over 35 States will achieve, or make substantial progress toward achieving, sustained impaired driving enforcement programs using the model developed in the Strategic Evaluation States (SES) initiative.
- One or more DWI courts will be in operation or under development in over 40 States.
- Over 35 States will have selected, or be actively recruiting, Traffic Safety Resource Prosecutors.

FY 2008 Budget Request

In FY 2008, the Section 410 program will continue the FY 2007 efforts. The Section 410 program supports NHTSA's high visibility impaired driving enforcement initiative with its goals to reduce alcohol-impaired driving fatalities. The high visibility impaired driving enforcement crackdown will enable the States to continue to implement effective sustained enforcement campaigns that will result in lower alcohol-related fatalities. NHTSA will also continue its work with DWI courts and screening and brief intervention initiatives to decrease the incidence of impaired driving recidivism.

States will use their FY 2008 Section 410 funds to support a wide range of impaired driving countermeasures and programs. Significant program activities include:

- Sobriety checkpoints and/or safety checkpoint programs.
- Alcohol awareness programs that target persons under age 21.
- Administrative driver's license suspension or revocation programs.
- Prosecution and adjudication outreach programs.

Detailed Justification for Highway Safety Grants

Section 2010 Motorcycle Safety Grants	FY 2008 Request: \$6,000,000
<p>Overview:</p> <p>In 2005, motorcycle fatalities increased to 4,553, a number 115% more than that of the historic low of 2,116 in 1997, and an increase for the eighth consecutive year, making motorcycle fatalities 10.5% of the all motor vehicle fatalities. Additionally, motorcycle rider fatalities related to alcohol increased by 10% in 2005. SAFETEA-LU provides \$25 million dollars over four years to States that adopt and implement effective motorcyclist-safety training and motorcyclist-awareness programs.</p> <ul style="list-style-type: none"> In FY 2008, NHTSA requests \$6,000,000 for the Motorcycle Safety Grant program, which is equal to the FY 2007 request. In FY 2008, States will use these grant funds for motorcyclist safety training, motorcyclist awareness programs, including improvements to motorcyclist safety training curricula, improvements in program delivery of motorcycle training to both urban and rural areas, measures designed to increase the recruitment or retention of motorcyclist safety training instructors, public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists, such as the "share-the-road" safety messages. 	
<p>FY 2007 Base:</p> <p>Any State (including the District of Columbia and Puerto Rico) that has not previously qualified for a Section 2010 Motorcycle Safety grant may do so in FY 2007 by meeting at least one of six criteria. A State that previously received a Section 2010 grant must meet at least two of the criteria to qualify for a grant in FY 2007, FY 2008 or FY 2009. The six criteria as stipulated by Section 2010 of SAFETEA-LU are:</p> <ul style="list-style-type: none"> A Motorcycle Rider Training Course — an effective motorcycle-rider training course available statewide; A Motorcyclist-Awareness Program — an effective statewide program to enhance motorists' awareness of the presence of motorcyclists on or near roadway and safe driving practices that avoid injuries to motorcyclists; A reduction in motorcycle fatalities and crashes — a reduction for the year in the number of motorcycle fatalities and the rate of motor vehicle crashes involving motorcycles; An Impaired Driving Program — a statewide program to reduce impaired driving, including specific measures to reduce impaired motorcycle operation; A reduction of impaired motorcyclists' fatalities and crashes — a reduction in the number of fatalities and the rate of reported crashes involving alcohol or drug impaired motorcycle operators; and 	

- Fee collection from motorcyclists — all fees collected by the State from motorcyclists to be used for motorcycle training and safety programs.

Anticipated FY 2007 Accomplishments:

- 45+ States will receive grants ranging from \$100,000 to over \$275,000.
- 30+ States will expand delivery of motorcyclist safety training.
- 25+ States will develop and begin implementing plans to better ensure proper licensure of motorcyclists.

FY 2008 Budget Request

In FY 2008, all States, the District of Columbia, and Puerto Rico that adopt and implement effective motorcyclist-safety training and motorcyclist-awareness programs may be eligible for motorcycle safety grants.

State will use these grant funds for:

- motorcyclist safety training;
- motorcyclist awareness programs, including improvements to motorcyclist safety training curricula;
- improvements in program delivery of motorcycle training to both urban and rural areas, measures designed to increase the recruitment or retention of motorcyclist safety training instructors;
- public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists, such as the "share-the-road" safety messages.

Detailed Justification for Highway Safety Grants

Section 2011 Child Booster Safety Incentive Grants	FY 2008 Request: \$6,000,000
<p>Overview:</p> <p>Currently, all States, the District of Columbia, and Puerto Rico have laws requiring infants and very young children (generally, from birth to 3 or 4 years) to ride in approved child safety seats. All States, the District of Columbia, and Puerto Rico have laws mandating use of seat belts, at least in the front seats of passenger motor vehicles, by all persons up to age 18. All but one State's laws require use of seat belts by occupants of all ages. However, due to their size, most children of a certain age (roughly, 4 to 8) are too large to continue to be protected by a child safety seat, but too small to derive full protection from a seat belt alone. These children need booster seats that position them so that the seat belt fits properly and works effectively. Only 33 States presently have laws mandating booster seat use for any children.</p> <p>Section 2011 of SAFETEA-LU established a new incentive grant program to make grants available to States that have enacted and are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that meets the requirements prescribed under Section 3 of Anton's Law (49 USC 30127 note; 116 Stat. 2772). These grant funds may be used only for child safety seat and child restraint programs.</p> <p>No more than 50 percent of the grant a State receives in a fiscal year shall be used to fund programs for purchasing and distributing child safety seats and restraints to low-income families. The remaining amounts shall be used to carry out child safety seat and child restraint programs including the following:</p> <ul style="list-style-type: none"> • A program to support enforcement of child restraint laws. • A program to train child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of child safety seats and child restraints. • A program to educate the public concerning the proper use and installation of child safety seats and child restraints. <p>NHTSA is requesting \$6,000,000 for the Child Booster Safety Incentive Grants in FY 2008, which is the same as the FY 2007 request. These grants will allow States to purchase and distribute child safety seats and restraints to low-income families, enforcement of child restraint laws, train child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning child safety seats and child restraints, and educate the public concerning the proper use and installation of child safety seats and child restraints.</p>	

FY 2007 Base:

Currently, 33 States have booster seat laws. States will use Section 2011 grant funds to support child passenger safety-education programs. Many States will use these funds for purchasing and distributing child safety seats and restraints to low-income families, increasing restraint use among 4-7 year olds.

Anticipated FY 2007 Accomplishments:

It is anticipated that additional States will pass laws in order to qualify for these incentive funds.

FY 2008 Budget Request

States that have enacted and are enforcing a booster seat law that meets the requirements prescribed under Section 3 of Anton's Law (49 USC 30127 note; 116 Stat. 2772) will be eligible to receive Child Safety and Booster Seat Incentive Grants. These grant funds will be used only for child safety seat and child restraint programs, including:

- Purchasing and distributing child safety seats and restraints to low-income families;
- Enforcement of child restraint laws;
- Training child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning child safety seats and child restraints; and
- Educating the public concerning the proper use and installation of child safety seats and child restraints.

Detailed Justification for Highway Safety Grants

High Visibility Enforcement (Section 2009)	FY 2008 Request: \$29,000,000
<p>Overview:</p> <p>Research has demonstrated the effectiveness of combined law enforcement and paid advertising (i.e., high visibility enforcement, or HVE) to increase seat belt use and decrease impaired driving.</p> <p>Section 2009 of SAFETEA-LU provides funding to enable NHTSA to support State HVE programs through the continuation of national paid media during enforcement mobilizations and crackdowns.</p> <ul style="list-style-type: none"> In FY 2008, NHTSA is requesting \$29,000,000 for High Visibility Enforcement support for States to fund the program at the authorized level under Section 2009 of SAFETEA-LU. This reflects an increase of \$4,000,000 over the FY 2007 request. The FY 2008 budget request will fund a minimum of three media buys—one for occupant protection, two for impaired driving. For each, the paid media will include both English and Spanish-language advertisements. As mandated by SAFETEA-LU, this funding will also provide for an evaluation of the HVE campaigns' effectiveness. 	
<p>FY 2007 Base:</p> <p>Research indicates that 18 – 34 year old males have higher fatality rates than the general population. Based on that data, the agency plans to continue to focus national paid advertising on those networks that deliver programming well-suited to that audience. By placing media buys at three times of the year, the agency is able to better leverage its funds for increased value, thereby further extending the frequency and reach of the messaging.</p> <p>Section 2009(f) of SAFETEA-LU requires an evaluation of the public's awareness of the HVE on an annual basis. Additionally, an analysis of frequency and reach of the paid advertising will be conducted.</p>	
<p>Anticipated FY 2007 Accomplishments:</p> <p>A national media buy will be placed to support the following HVE periods:</p> <ul style="list-style-type: none"> “Click It or Ticket” high visibility enforcement mobilization (May/June 2008); Impaired Driving HVE crackdown (August/September); and Impaired Driving HVE crackdown (December); <p>The FY 2007 HVE campaigns will be evaluated as stipulated under Section 2009(f) of SAFETEA-LU.</p>	

FY 2008 Budget Request

Section 2009 of SAFETEA-LU provides the agency with \$29M each year (FY 2006 – 2009) for the development, production, and use of broadcast and print media to support HVE campaigns. Section 2009(f) of SAFETEA-LU also requires annual evaluations of the success of the HVE programs, which will be conducted in 2008 following the campaigns. The FY 2008 budget request will fund a minimum of three media buys—one for occupant protection, two for impaired driving. For each, the paid media will include both English and Spanish-language advertisements. The agency will focus on those most at risk of traffic fatality, as indicated by statistical analysis conducted by the agency's National Center for Statistical Analysis—18 through 34 year old males. The agency will focus on those networks that deliver programming particularly suited to this audience for both impaired driving (21-34 year olds) and occupant protection (18 – 34 year olds), including prime time, late night, and sports programming. The agency will also focus on Spanish-dominant Latinos, using Spanish-language television and radio.

Detailed Justification for Highway Safety Grants

Highway Safety Grant Administrative Expenses	FY 2008 Request: \$18,250,000
<p>Overview:</p> <p>Grant Administrative Expenses provide funding for the Salaries, Travel and Operating Expenses associated with carrying out this program, as well as fully funding the National Occupant Protection Use Survey (NOPUS) and partially funding the Highway Safety Research program. SAFETEA-LU provides a separate line item for the Grant Administrative Expenses.</p> <ul style="list-style-type: none"> In FY 2008, NHTSA is requesting \$18,250,000, which is consistent with the authorized levels under Section 2002 of SAFETEA-LU, and reflects an increase of \$500,000 over the FY 2007 request. 	
<p>FY 2007 Base:</p> <p>Grant Administrative Expenses provide funding for the Salaries, Travel and Operating Expenses of the regional operations as well as fully funding the National Occupant Protection Use Survey and partially funding the Highway Safety Research program. SAFETEA-LU provides a separate line item for the Grant Administrative Expenses.</p>	
<p>Anticipated FY 2007 Accomplishments:</p>	
<p>FY 2008 Budget Request</p> <p>The FY 2008 funding will provide support for expenses associated with administering the program.</p> <ul style="list-style-type: none"> Salaries and Benefits; Travel; Operating Expenses; National Occupant Protection Use Survey; and Highway Safety Research Contract Program. 	

Explanation of Funding Changes for Highway Traffic Safety Grants

Highway Traffic Safety Grants	\$ 15,500,000
Overview:	
NHTSA is requesting a net increase of \$15.5 million for Highway Traffic Safety Grants. The increase is consistent with SAFETEA-LU authorized levels. Within funding level requested and in accordance with SAFETEA-LU, NHTSA plans to do at least two high visibility seat belt and impaired driving enforcement campaigns, including an evaluation components, as well as a third campaign in December 2007.	
Section 402 Formula Grant Program	\$5,000,000
Section 410 Alcohol Incentive Grant Program	\$6,000,000
High Visibility Enforcement	\$4,000,000
Grant Administrative Expenses	\$500,000

**DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
HIGHWAY TRAFFIC SAFETY GRANTS
(HIGHWAY TRUST FUND)**

Program and Financing (in thousands of dollars)

Identification Code		FY 2006	FY 2007	FY 2008
69-8020-0-7-401		Actual	CR	Pres. Bud.
Obligations by program activity:				
Direct Program:				
00.01	Section 402 Formula Grants	214,701	214,830	225,000
00.02	Section 405 Occupant Protection Incentive Grants	23,315	24,750	25,000
00.03	Section 406 Safety Belt Performance	123,255	123,255	124,500
00.04	Section 408 State Traffic Information System Improvements	34,155	34,155	34,500
00.05	Section 410 Alcohol Incentive Grants	118,800	118,800	131,000
00.06	Section 2009 High Visibility Enforcement	28,710	28,710	29,000
00.07	Section 2010 Motorcyclist Safety	5,940	5,940	6,000
00.08	Section 2011 Child Safety and Booster Seat Grants	2,692	5,940	6,000
00.09	Section 2001 Grant Administrative	<u>15,944</u>	<u>16,014</u>	<u>18,250</u>
10.00	Total Obligations	567,512	572,394	599,250
Budgetary resources available for obligation:				
21.40	Unobligated Balance Carried Forward, start of year: Contract Authority	4,336	10,529	20,008
22.00	New Budget Authority, (gross)	<u>573,705</u>	<u>581,873</u>	<u>599,250</u>
23.90	Total Budgetary Resources Avail for Oblig.	578,041	592,402	619,258
23.95	Total New Obligations	<u>-567,512</u>	<u>-572,394</u>	<u>-599,250</u>
24.40	Unobligated Balance Carried Forward, end of year: Contract Authority	10,529	20,008	20,008
New budget authority (gross), detail				
Discretionary				
40.26	Appropriation (trust fund, definite)	572,394	572,394	599,250
40.49	Portion applied to liquidate contract authority	<u>-572,394</u>	<u>-572,394</u>	<u>-599,250</u>
43.00	Appropriation (total discretionary)	0	0	0
49.35	Contract authority permanently reduced	0	-5,878	0
Mandatory				
60.49	Portion applied to liquidate contract authority (-)	-573,705	-587,750	-599,250
62.50	Appropriation	-573,705	-587,750	-599,250
66.10	Contract Authority	<u>573,705</u>	<u>587,750</u>	<u>599,250</u>
70.00	Total new budget authority (gross)	-573,705	-587,750	-599,250

**DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
HIGHWAY TRAFFIC SAFETY GRANTS
(HIGHWAY TRUST FUND)**

Program and Financing (in thousands of dollars)				
Identification Code		FY 2006	FY 2007	FY 2008
69-8020-0-7-401		Actual	CR	Pres. Bud.
Change in unpaid obligations				
Unpaid obligations, start of year				
72.40	Obligated balance, start of year	258,208	546,476	568,870
73.10	Total new obligations	567,512	572,394	599,250
73.20	Total outlays (gross)	-279,244	-550,000	-598,000
Unpaid obligations, end of year				
74.40	Obligated balance, end of year	546,476	568,870	570,120
Outlays (gross), detail				
86.90	Outlays from new discretionary authority	232,680	234,682	245,693
86.93	Outlays from discretionary balances	46,564	315,318	352,307
87.00	Total outlays (gross)	279,244	550,000	598,000
Net budget authority and outlays				
89.00	Budget authority	573,705	572,394	599,250
90.00	Outlays	279,244	550,000	598,000

**DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
HIGHWAY TRAFFIC SAFETY GRANTS (HIGHWAY TRUST FUND)
Object Classification (in thousands of dollars)**

Identification Code	FY 2006	FY 2007	FY 2008
69-8020-0-7-401	Actual	CR	Request
Direct obligations:			
Personnel compensation:			
11.11	Personnel compensation: Full-time permanent	7,803	8,058
11.21	Civilian personnel benefits	2,097	2,177
21.00	Travel and transportation of persons	367	367
12.52	Other services	7,124	7,281
14.10	Grants, subsidies, and contributions	551,568	555,003
19.40	Financial transfers	15,944	0
99.99	Total obligations	567,512	572,394
			599,250

FUNDING HISTORY

(Dollars in Thousands)

	FY 1999 <u>Enacted</u>	FY 2000 <u>Enacted</u>	FY 2001 <u>Enacted</u>	FY 2002 <u>Enacted</u>	FY 2003 <u>Enacted</u>	FY 2004 ¹ <u>Enacted</u>	FY 2005 ² <u>Enacted</u>	FY 2006 ³ <u>Enacted</u>	FY 2007 <u>CR</u>	FY 2007 <u>Request</u>	FY 2008 <u>Request</u>
OPERATIONS & RESEARCH											
Salaries and Benefits	49,118	52,643	57,130	61,451	63,316	69,050	70,772	71,282	71,282	76,060	77,612
Travel	1,125	1,155	1,276	1,297	1,324	1,324	1,333	1,323	1,323	1,384	1,414
Operating Expenses	15,882	17,081	19,810	22,116	21,934	21,135	20,774	24,400	24,400	24,085	24,199
Contract Program:											
Safety Performance (Rulemaking)	3,568	3,429	7,341	7,879	10,286	10,773	11,200	14,013	14,013	14,155	12,768
Safety Assurance (Enforcement)	10,241	9,045	15,935	15,040	15,598	17,028	17,984	18,094	18,094	18,277	18,277
Highway Safety Programs	38,526	37,513	41,633	46,079	47,983	52,464	51,078	42,856	42,856	45,659	47,526
Research and Development	51,200	48,901	57,338	57,253	60,068	67,867	69,401	74,177	74,177	66,505	67,334
General Administration	<u>709</u>	<u>645</u>	<u>643</u>	<u>642</u>	<u>650</u>	<u>662</u>	<u>768</u>	<u>666</u>	<u>666</u>	<u>0</u>	<u>0</u>
Subtotal, Contract Program	104,244	99,533	122,890	126,893	134,584	148,795	150,431	149,806	149,806	144,596	145,905
Section 2003 (b) Child Passenger Protection											
Education Grants	0	[7,500]	[7,500]	[7,500]	0	0	0	0	0	0	0
Operations and Research (gross)	170,369	170,412	201,106	211,757	221,158	240,304	243,310	246,811	246,811	246,125	249,130
Less: Grant Admin. Reimbursements	<u>(9,943)</u>	<u>(10,340)</u>	<u>(10,650)</u>	<u>(11,150)</u>	<u>(11,150)</u>	<u>(16,306)</u>	<u>(16,176)</u>	<u>(16,014)</u>	<u>(16,014)</u>	<u>(17,750)</u>	<u>(18,250)</u>
Operations and Research (net)	160,426	160,072	190,456	200,607	210,008	223,998	227,134	230,797	230,797	228,375	230,880
NATIONAL DRIVER REGISTER *											
Contract Program	0	0	0	0	0	0	0	0	0	2,875	2,870
HIGHWAY TRAFFIC SAFETY GRANTS											
	<u>200,000</u>	<u>206,800</u>	<u>212,531</u>	<u>222,992</u>	<u>223,538</u>	<u>223,673</u>	<u>223,200</u>	<u>572,394</u>	<u>572,394</u>	<u>583,750</u>	<u>599,250</u>
Total, NHTSA PROGRAM	360,426	366,872	402,987	423,599	433,546	447,671	450,334	806,487	806,487	815,000	833,000

¹ In FY 2004, funding for all activities for vehicle safety, formerly funded in Operations and Research General Fund, was appropriated under the Federal Aid Highway Account (150.545M)

² Reflects the enacted level of \$227 million. FY 2005 Actual was \$202 million and the remaining \$25 million was transferred from FHWA to NHTSA in FY 2006.

³ FY 2006 includes funds transferred from FHWA in the amount of \$122 million.

⁴ FY 1999 through FY 2006 National Driver Register Contract Program funding was included in the Operations & Research account, under Research and Development.

National Highway Traffic Safety Administration
FY 2008 Budget Request

PERFORMANCE OVERVIEW

Annual Performance Results and Targets

The National Highway Traffic Safety Administration (NHTSA) integrates performance results into its budget request to demonstrate alignment with the Department of Transportation's (DOT) Strategic Plan. NHTSA tracks the following DOT level performance measures to demonstrate program results:

Strategic Objective: Safety

Highway Fatality Rate (per 100 million VMT)	2004	2005	2006	2007	2008
Target	1.38	1.38	1.38	1.38	1.37
Actual	1.44	1.45			

Detailed performance budget information can be found in Section 4 of the budget submission.

Program Assessment Ratings Tool (PART) Assessment

PART was developed by the Office of Management and Budget (OMB) to provide a standardized way to assess the effectiveness of the Federal Government's portfolio of programs. The structured framework of PART provides a means through which programs can assess their activities differently than through traditional reviews. NHTSA will not be PARTed for FY 2008. However, the following NHTSA programs have been assessed via PART:

<i>Program</i>	<i>PART Cycle</i>	<i>Score</i>	<i>OMB Assessment</i>
Grant Program	FY-04	78	Moderately Effective
Operations and Research Program	FY-06	75	Moderately Effective

NHTSA Grant Program Analysis: The Highway Traffic Safety Grant Program provides money to every State, territory and Indian nation to fund a wide range of highway safety programs. State highway programs are funded with Occupant Protection Incentive Grants, Seat Belt Incentive Grant, and State Traffic Safety Information System Improvement Grants, among others.

The assessment showed that the program is in close alignment with the agency mission of saving lives and reducing injuries by preventing vehicle crashes. The assessment also found that NHTSA was successful in meeting their performance goals to decrease the fatality rate and has a good relationship with States.

Recommendation #1: Establish criteria for receiving grants that creates links between performance of States and awarding incentive grants to States.

Actions taken: NHTSA is continuing to perform management reviews of State grant programs in each State every three years, which ensures greater accountability of the use of grant funds to improve performance. In addition, NHTSA is performing special management reviews when State performance in specific areas, such as impaired driving and occupant protection, is below national norms and is not improving. SAFETEA-LU contains provisions to incentivize State highway safety performance, requiring a State to meet specific criteria to qualify for certain grant funds. Criteria for certain grants, such as the Child Safety and Child Booster Seat Incentive Grant, are legislative only; the State must have and enforce specified laws relating to traffic safety. Other programs, such as the Safety Belt Incentive Grant and the Alcohol-Impaired Driving Countermeasures Incentive Grant, include performance based criteria; the State must be implementing highway safety programs that meet specified design or performance standards.

Recommendation #2: Propose to streamline and focus grants to address State fatality rates.

Actions taken: While NHTSA's SAFETEA proposal to Congress included a streamlined grants process to reduce complexity and increase focus on safety performance, the enacted SAFETEA-LU does not streamline NHTSA's grant program. Revised proposals for streamlining grants are being accepted and reviewed and will be considered for inclusion in the recommendations for the next authorization.

Grant Program Efficiency Measure:

- 1) Distribute allocation of Section 402 formula grants within an average of 21 days from the release of the advice of funds. (In FY 2006, NHTSA distributed these grant funds within an average of 21 days.)

NHTSA Operations and Research Program Analysis: The Operations and Research program seeks to advance highway safety through research and regulations concerning vehicle technologies and human behavior. This program is focused on researching vehicle safety countermeasure technology, researching behavioral safety countermeasures, issuing vehicle safety regulations and investigating vehicle defects.

The Operations and Research Program has made progress in reducing the highway fatality rate, but not enough for DOT to achieve its annual targets. Additional findings include: 1) NHTSA has set ambitious long-term goals that directly link to DOT's long-term highway fatality goal; 2) During the past three years, DOT has not reached its annual performance goal for reducing highway fatalities; however, the overall fatality rate reached the lowest level ever in 2004; and 3) The program recently implemented a systematic review of all its current vehicle safety regulations (FMVSSs) over a seven-year period. This will help NHTSA ensure that its regulations are up-to-date and eliminate any weaknesses in its rules.

Recommendation #1: Increase funding for fatality data analysis to ensure that DOT has timely and accurate fatality statistics.

Actions taken: Under intense pressure to provide fatality data sooner in the year than ever before, NHTSA has received \$990,000 in FY 2006 and requested \$1 million in both 2007 and 2008 for the Early Fatality Notification Reporting System (FastFARS). An effective FastFARS system will enable the Agency to maintain the highest level of accuracy and quality for its annual fatality database while also permitting the Agency to analyze the effectiveness of its programs more quickly, thereby improving decision making to better utilize limited safety funding resources. Targets have been established to achieve fatality counts within two weeks and 24 hours after the end of the holiday period. With this information, the agency will be able to provide states with important information in time that they can use to improve their highway safety programs within weeks, rather than over a year later. FastFARS is being monitored and improvements to data collection methods are being made. The program has currently collected data on six holiday periods.

Recommendation #2: Conduct a review of completed safety evaluations to determine the effectiveness of programs in contributing to safety goals.

Actions taken: In January 2005, NHTSA conducted a review of the effectiveness of enacted rulemakings and NHTSA vehicle and behavioral safety programs, which enables the Agency to prioritize future rule making actions. For example, Electronic Stability Control (ESC), initially installed in SUVs and a few expensive passenger vehicles, was evaluated and found to be highly effective. NHTSA has recently proposed a rule that will make ESC a required feature in all private vehicles.

Recommendation #3: Implement its Motorcycle Safety Program Plan to identify methods and strategies for improving motorcycle safety.

Actions taken: NHTSA published its initial motorcycle safety program in January 2003 and has since been implementing its various methods and strategies in an effort to reduce the motorcycle rider fatality rate which continues to rise. The agency published an evaluation of Florida's helmet repeal law in August 2005. With the passage of SAFETEA-LU, new activities are underway aimed at "making money available to States that adopt and implement effective programs to reduce the number of single- and multi-vehicle crashes involving motorcycles." The 2006 Motorcycle Safety Plan, which incorporates SAFETEA-LU mandates and new initiatives, can be located at <http://www.nhtsa.dot.gov/people/injury/pedbimot/motorcycle/MotorcycleSafety.pdf>. This Safety Plan implements additional safety programs to try to reduce the escalating motorcycle fatality and injury rates.

Operations and Research Program Efficiency Measures:

- 1) Time it takes NHTSA to complete significant rulemaking actions –12 months. (Measure is restricted to time within the agency and does not include OST and/or OMB review periods.) (In FY 2006 [latest data available], NHTSA completed rulemakings within 9.7 months.)

- 2) Average completion time for a defect investigation – 8 months. (NHTSA will maintain the average completion time for a defect investigation at 8 months.) (In FY 2006, NHTSA completed defect investigations within 6 months.)